All proofs are read and all work

superintended by Englishmen. Always

equal and generally superior to that done anywhere else. Estimates given.

Communications respecting A vertisements, Sub-

SUIT No. 725 of 1896.

BETWEEN LUK MAN TSUN, PLAINTIFF

GEORGE T. PHILLIPPO, DEFENDANT,

Dated the 18th day of May, 1896.

Claim 8965.

Summone has been issued in this Suit.

The mid Writ is returnable on the 24th, day

HENRY J. HOLMES.

SPECIAL NOTICE.

LADIES DRAPERY

GENTLEMEN'S OUTFITTING.

FURNISHING GOODS,

BEDSTEADS,

&c.: &c.

At HALF PRICE for CASH.

For ONE WEEK Only.

NAVY LEAGUE.

KIUNGCHOW DISTRICT.

F_SCHOENICKE.

Hongkong, 19th May, 1896.

Hongkong, 19th May, 1896.

an Address.

HONGKONG TRADING CO.

1. 3, and 5, D'Aguilar St.

Solicitor for the Plaintiff,

54, Queen's Road,

Hongkong.

SOLD MEDALE, PARTS, 1878; INC.

Barrel Pone, 225, 228, 267, Slip Pone, 832, 909, 287, 166, In Hine, Medium, and Broad THE NEW TURNED UP POINT, 1042.

No. 11,937.

號七十三百九千壹萬壹第

日七初月四年二十二緒光

HONGKONG, TUESDAY, MAY 19 7, 1898

二拜遊

of the United Kingdom.

INTIMATIONS .

SCOTTISH LIFE OFFICE of 69 years

A standing, and one of the wealthiest and

most progressive of the Provident Institutions

For forms of proposal and every information

DODWELL CARLILL & CO.,

STANDARD

就九十月五年六十九百八千登英港香

The sale of this good Scotch increases month y month; it is of Superb Quality and of CUILER, PALMER & CO.'s SELECTION. Sole Agents for it-

FOOK SANG.

Parsee Hat Maker.

WAIL SHING.

68, Queen s Road Contral.

NOTICE

THE Undersigned bogs to give Notice that he has now OPENED a Shop at No. 68, QUEEN'S ROAD CENTEAL, for the SALE

of GOLD and SILVER WARE, SILK

CURIOS, do., and he hopes to receive a share

of the Public Patronage. All Orders carefully

SURGEON DENTIST.

No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE,

longulation Free.

JUST RECEIVED.

NEW SEASON'S

WOOD'S COWBRAND AUSTRA.

In Fine Condition,

WOOD'S COLONIAL DAIRY CHEESE.

HOTELS.

1,400 feet above sea level.

GEO. P. LAMMER'E.

Hongkong, 1st April, 1896.

CIEN TING.

Hongkong, 23rd September, 1891.

Hongkong, 24th January, 1896.

Juxuriously furnished and appointed.

tendence of an experienced European Steward.

condition are kept for the use of Visitors.

LAWN TENNIS .- Three Courts in splendid

Residents and Visitors at the Hotel at reduced

For further Particulars, apply at the OFFICE,

HONGKONG HOTEL

Prizes:--

· GOLD WATCH.

GOLD SCARF RING.

GOLD PENCIL CASE.

VICTORIA HOTEL

CANTON.

(LATE SHAMEEN HOTEL, CANTON).

Friends, and the Public generally that, having

leased the SHAMEEN HOTEL, they have

For further Particulars, apply to the MANAGER,

Hongkong, 10th January 1896.

Style of VICTORIA HOTEL.

MOUNT AUSTIN HOTEL,

The Manager.

38 and 40, QUEEN'S ROAD CENTRAL, or to

Hongkong: 2nd September, 1895.

Telegraphic Address, Excelsion" Hongkong,

_A.B.C._Code

Hougkong, 16th November, 1895. [1-1878 32]

CALCUTTA PITH HATS. Hongkong Hotel Buildings, No. 3, Pedder St.

attended to...

MACLAREN'S IMPERIAL JAR CHEESE, the Bost in the Market, \$2.75 per Jar. DAWSON'S PORPOISE BOOTS and SHOES, EOSTOCK'S BROWN BOOTS and SHOES, PATENT LEATHER and COURT SHOES, at Moderate Prices.

LIQUITABLE LIFE ASSURANCE SOCIETY OF U.S.A. gives the BEST SECURITY.

Who never to himself has said, "I must protect my loving wife, And so I must assure my life. I would not be a soulless boor. Who dies and leaves his family poor. I'll pay a premium every year, And then my loved ones need not fear But what, when I am in my grave, They'll have far more than I can save; Or if when old I living be. The money will provide for me, And an old age, serene and bright And peaceful as a summer night,

Shall lead me to the grave." If you would be snother such, SHEWAN & CO.,

J. T. HAMILTON, Manager for the East

AMERICAN SYSTEM

62. QUEEN'S ROAD CENTRAL. CHADWICK KEW. (LATE OF POATE & NOBLE). Hongkong, 6th March, 1896.

CALL FLAG W. J. W: KEW & CO., at the most beautiful and healthy part of the

66 TNGLEWOOD," 5 Rooms, Turf Tennis "OAKLANDS," 6 Rooms, Turf Tennis Court and Kitchen Garden. A FOUR-ROOMED HOUSE and SIX ROOMED HOUSE in RICHMOND TERRACE. TWO SEMI-DETACHED HOUSES at COWIDON:

CO. LIMITED. Hongkong, 3rd March, 1896.

(At SHAMERN, CANTON).

Canton, 24th April, 1896. TO LET. (With Possession from 1st June.)

No. 3, CASTLE ROAD.

TO LET. (With Immediate Possession),

ROBINSON ROAD. Containing 4 Reception Rooms and 5 Bedrooms.

TOOMS Suitable for Offices in Ice House Apply to DAVID SASSOON, SONS & CO. Hougkong, 11th May, 1896.

WESTBOURNE VILLA NORTH, BONHAM ROAD. CENTRAL

TO LET. HOUSES in RIPON TERRACE. 1st FLOOR of No. 4. BLUE BUILDINGS.

ZINE GAP. "TULLABEG" (Bungalow)-MAGA-ZINE GAP. Apply to THE HONGKONG LAND INVEST-

[41 required to travel from KOBE Hongkong, 15th Moy, 1896. DRIVATE BO AED AND RESIDENCE

Mrs. GILLANDERS. GLENEALY BUILDINGS. Houghoug, 9th January, 1896.

BOARD AND RESIDENCE. COMFORTABLY FURNISHED

INTIMATIONS.

APIER JOHNSTONE'S QUARE BOTTLE WHISKY

LANE, CRAWFORD & Co., Hongkong.

FIRST CLASS OUTFITTERS.

JUST TO HAND.

CARMICHAEL & CO., LIMITED, 18, Praya Cen tral

NOTICE INSURE. HE Undersigned begs to inform his A numerous Patrons that awing to the

increased price of Silk and other Materials, he will charge from the 15th JUNE next the following prices for SILK HATS :- No. 1 \$3.25 No. 2 @ \$3. Lives there a man with soul so dead. Hongkong, 14th May, 1896.

And wish to find out just how much Premium cost to you will be, . Write, phone, or call on us or me. General Agents,

Hongkong, 23rd October, 1895.

ENTISTRY

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER MOUNT AUSTIN HOTEL WATER is the cause of much Sickness on board

We are the ONLY WATER BOAT COMPANY in Hongkond EXCLUSIVELY supplying FILTERED WATER.

STEAM WATER BOAT COMPANY.

Hongkong, 9th October, 1895. TO LET

TO BE LET.

CHAMBERS at WILD DELL BUILDINGS. A pply to HUMPHREYS ESTATE & FINANCE

TO BUB-LET.

TYOUSE'S containing 2 and 3 ROOMS, Top as well as Ground Floor. Excluding Boy's and Cooking Rooms. BOMANJEE & CO.

SPANISH PROCURATION. Hongkong, 20th April, 1896.

LIOUSE in ELLIOT CRESCENT,

CHANTREY INCHBALD. Hongkong, 24th December, 1895. TO LET.

TO LET.

No. 5. UPPER MOSQUE TERRACE. "IDLEWILD," SEYMOUR ROAD. 1st FLOOR of No. 12, QUEEN'S ROAD Apply to LINSTEAD & DAVIS. Hongkong, 9th May, 1808.

TOWELLING HOUSES-No. 2. MAGDALENE TERRACE-MAGA-

MENT & AGENCY CO., LD.

THE BEACH HOUSE HOTEL. TARUMI, NEAR KOBE, JAPAN.

TS now OPEN for the Senson, and is one of the finest seaside resorts in Japan. Seabathing and the Excellent Situation of the

Tarumi, 7th May, 1896.

PRICE \$2% PER MONTH SHIPPING.

ARRIVALS

May 18, SULTAN, Norwegian str., 1,352, L. B. Rofen, Bangkok 9th May, Rice.-CHI-May 18, Lynerhorn, Norwegian str., 2,014, B Hammerass, Kutchinotzu 18th May, Coals. -MITHUI BUSSAN KAISHA. May 18, Foodnow, British str., 1.252, Blackburne, Canton 18th May, General.-Bur-

TERFIELD & SWIRE. May, 18. Dones. German str., 771. Bruhn, Canton 18th May. Ballast.—Jessen & Co. May 18, Chotsand, British str., 1,194, W. E. Sawer, Swatow 17th May, General.-JAR-DINE, MATLIESON & Co. May 18, Ask, Danish steamer, 654, H. Hygom. Pakhoi 15th May, and Holhow 17th, Gene-

ral.-A. R. MARTY. May 18, Nancitano, British str., 1,080, Finleyson, Shanghai loth May, General and Oil. -BUTTERFIELD & SWIRE. May 18, Hinsand, British steamer, 1,536, J. Kynoch, Swatow 17th May, Ballast .- JAR.

DINE, MATHESON & Co. May 18, Propontis, British str., 1,390, Wm. H. Farrand, Saigon 13th May, Rice. May 18, Bygpo, Norw. str., 771, Chr. Brekke, Canton 18th May, General.—Chinese. May 18, FUSHUN, Chinese str., 1,505, W. H. Lunt, Shanghai 15th May, General.—C.

M. S. N. Co. CLEARANCES. AT THE HABBOUR MASTER'S OFFICE. St. Anna, Italian bark, for Singapore. Oslo, Norw. str., for Taiwanfoo. Stentor, Dutch str., for Shanghai. Formoso, British bq., for San Francisco. Doris, German str., for Chefoo. Agamemnon, British str., for Shanghai Formosa, British str., for Swatow. Bygdo, Norw. str., for Chefoo.

Cosmopolit, German str., for Chefoo. Independent, Gorman str., for Newchwang. Kwanglee, Chinese str., for Shanghai. DEPARTURES. May 18, Cosmopolit, German str., for Foochow May 18, KWANGLEE, Chinese str., for Shanghai.

May 18, ROSETTA, British str., for Shanghai. May 18, STENTOR, Dutch str., for Shanghai. PASSENGERS

Per Hinsang, str., from Swatow-Mr. Thom-Per Nanchang, str., from Shanghal-Mrs.

Robinson and 2 children. Per Fushin, str., from Shanghai-Mrs. and Miss Carrol VISITORS AT HOTELS.

Mr. A. Lewis Mr. Theo. Albrecht Mr. B. Looker Gapt. Armstrong Mr. L. Barmdoague Mr. J. H. Martin Mr. R. C. McBirney Mr. B. J. Barlow Mr. C. A. McCallum Mr. J. W. Bolles Surgeon Major McKie Mr. A. Macondray Mr. and Mrs. A Bottenheim: Mr. C. F. Mendham Mr. W. J. Canter Mr. & Mrs. Menezes and Mr F. S. Mesa

Mr. F. A. Carl Mr. W. J. Cleonel Mr. J. W. Oliver 37 Mr. A. J. Crane Mr. Owen Ordish Mr. E. Ormiston Mr. & Mrs. V. Dent at Captain Palmer Mr. W. Parfitt Capt. Payne Major & Mrs. Pemberton Mr. A. J. Easton Mr. J. A. Poole Mr. Jno. C Eaton Mr. H. Price Mr. A. II. Rennie

Mr. F. H England Surgeon Col. Ewatt Mr. Roussillier Mr. A. Fair Mr. C. H. Ruzton Mr. H. K. C. Bisher Mr. G. M. Salomonsen Dr Fowler Capt. F. D. Goddard, Mr. Scoular Mr. A. Silvano This MAGNIFICENT HOTEL is situated Mr. & Mrs. Green Mrs. J. T. Smith Hill District, the air is delightfully cool and Mr. R. T. Gribble. Miss Smith bracing, the temperature being at least 10 Mr. C. Harris Mr. & Mrs. Sprague Mrs. J. Stopani degrees lower than in the valley beneath. Mr. & Mrs. P. G. Hill Mr. H. A. Strohmeyer Miss L. Summers

Mr. J. J. Hoar Mr. Tsen Err Toung The CUISINE is under the personal superin- Mr. T. Howard Mr. & Mrs. J. P. Thuans Mr. R. L. Thomas Mr. H E. Tomkins Mr. O. Jekmann Mr. F. Walker Mr. W B. Walker Mr. J. Jenkinson Mr. A. Jesperren Mr. W. Whiley TRAMWAY. TICKETS are supplied to Mr. Morton Jones Mr. & Mrs C. R. Wil-

Miss Wyley & governesss Mr. M. Lacaze Mrs. Wyley Mr. J. F. Lassala Capt. H. G. Lethbridge AUST MOUNTIN HOTEL Mr. & Mrs. John Andrew Mrs. Inchhald, governess and: 2.cl lidren Ir. Inchbald Mr. J. M. Beattie Staff Surgeon Keays, R.N.

Mr. H. W. Bird Mr. & Mrs. H. E. Foxshall Mrs. Keavs . Mr. & Mrs. Kirch & child Mr. Hart Buck Mr. Kivooka Mr. Charles Cohen Mr. & Mrs. Maclean, Mr. Henry Crawford children & nurse" Mr. Spencer A. Dencon Mr. J. McKie Mr. H. Diche Mr. Geo. B. Dodwell Mr. H. F. Meyerink Mr. W. L. Muir Capt. Eccles Mr. F. J. Norman Mrs. Eccles & child Mr. H. E. Pollock Mrs. Finch

Mr. Smith Alliston and Mrs. Gordon Mr. W. Donglas Graham Mr. A. Stewart Hon. A. M. Themson Mr. W. J. Gresson Mr. J. D. Humphreys and Capt. Tillett Mr. Geo. H. Wheeler

VESSELS IN DOCK Kowloon Docks.-Taichiow, Mascotto, Kutsang, Bonnington, Fatshan, Ingraban, Oslo, COSMOPOLITAN DOCK -- Exe. Wandering

Verona, Hinsang. TUNGKONG HIGH-LEVEL TRAM.

WAYS COMPANY, LIMITED. TIME TABLE.

WEEK DAYS.

7.30 a.m. to 10.30 a.m. ... Every quarter of an hour; 11.30 a.m. to 12.30 p.m. Every half hour. 12.30 p.m. to 2.30 p.m. Every quarter of an hour. 3.30 p.m. to 8.00 p.m. ... Every quarter of an hour. Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m.

to 11.15 p.m. every half hour. SATURDAYS. Extra Night cars at 11.30 and 11.45 p.m. 8 45 a.m. to 10.15 a.m. Every half hour,

10.80 a.m. and 10.40 a.m. Noon to 2 p.m.....Every quarter of an hour 3 p.m. to 8 p.m. Every quarter of an hour. Night cars at 8.45 p.m. and 8 p.m., and from 9.45 p.m. to 11.15 p.m. every half hour.

MESSRS. MADAR & FARMER have the pleasure to inform their Patrons. SPECIAL CARS by arrangement at the Company's Office. 88 & 40, Queen's Road Central. General Managers.

TOHN D. HUMPHREYS & SON, Refurnished the whole Establishment, had it Hongkong, let Apri 1896.

vestly improved in every department, and have new RE-OPENED it under the more popular COMBAY BURMAH TRADING COR. PORATION, LIMITED. BANGKOK AND RANGOON.

NEW VICTORIA HOTEL,

THAR SQUARES, PLANES, BOARDS, and SCANTLINGS, PLANED, TONGUED, and GROOVED BOARDS, FOR FLOORING, CEILING, WALLING, &c. TEAR SHINGLES FOR ROOFING. PINKADOR RAILWAY SLEEPERS for all

Rates Supplied and Orders Booked by JARDINE, MATHESON & CO. BEST appointed HOTEL in JAPAN is the above and for which no Passport is.

Honnkong, 3rd May, 1895. SIAM TEAK TIMBER.

THE BORNEO COMPANY, LIMITED BANGKOK. RDERS can be Booked and Rates Supplied on Application to the Undersigned for -

TEAR SQUARES, PLANES, SCANTLINGS, AND PLANED, TONGUED, AND GROOVED TEAK TEAR SHINGLES.

GIBB, LIVINGSTON & CO. Hongkong, 17th July, 1895.

ESTABLISHED 1857.

LANE, CRAWFORD & CO.

JUST RECEIVED

POTS, EGG BOILERS, EGG STANDS, CRUETS. ENTRÉE DISHES, SETS OF. DISH COVERS. ICE PAILS, SUGAR and CREAM STANDS, BISCUIT BOXES LAMPS, PRESERVE JARS, CLARET JUGS, SALAD BOWLS, BUTTER DISHES

DESSERT KNIVES and FORKS in CASES. FISH KNIVES and FORKS in CASES; and a VARIETY of FANCY ARTICLES.

Now Opening out a Fresh Supply of :-HAIR, NAIL, TOOTH, and SHAVING BRUSHES. TURKEY and BATH SPONGES.

SOLE HONGKONG AGENTS for-NIWO MEDICINAL WATER and TANSAN-The now WELL-KNOWN and POPULAR JAPANESE TABLE WATER. FLETCHER & CO.

We have taken over from Messrs. RICCO & Co. the Stock of

TRADE MARK.

HONG-NAME

Telephone No. 135.

With Kelly to Chitral, by Benyon.

New Tennis and Cricketing Goods. Foolscap and Letter Size Copying Presses.

W. BREWER & CO., 1241 UNDER HONGKOVG HOTEL

Report and Accounts for the year ended 31st March, 1896; and Notice is also given that the pany will be CLOSED from the 16th to 29th only are repairs infrequent and trifling, when the instrument receives the most ordinary attention, but a considerable saving is effected by the substitution of the YOST INK PAD

KELLY & WALSH, LD.

The Well-known BRANDS PERFECTION, SPECIAL, EXTRA SPECIAL

A LIBERAL DISCOUNT will be allowed on all Purchases; and Goods purchased for Cash will be given at Cost

E. RICCO & CO. 24, QUEEN'S ROAD.

RESOL-BLACKHEAD. Most Effective and Best PRESERVATIVE for TIMBER

against. DECAY, DRY ROT, and WHITE ANTS. etc. F. BLACKHEAD & CO. Hougkong, 20th February, 1896. [507.

Most Reliable ANTISEPTIC. Most effective Disinfectant, Deodobises and GERMICIDE. Unsurpassed as a Hygienic Medium for Public Places, Domestic Use, Sick Rooms, Water Closets, Drains, etc. Absolutely Non-Poisonous nor Caustic Use 2 to 4 Teaspoonsfull in a quart of water. F. BLACKHEAD & CO.,

B WHITE & BROS. SOLE AGENTS FOR CHINA,

ARBOLINEUM-AVENARIUS USED FOR 16 YEARS.

Rot and Dampness. "Sole Agenta for China. SOMEELE & CO. Hongkong, 25th January, 1892.

A NEW AND SPECIALLY SELECTED STOCK OF ELECTRO-PLATED WARE.

TEA SETS, COFFEE SETS. HOT WATER KETTLES, TEA and COFFEE TANTALUS SPIRIT STANDS, LIQUOR STANDS, SODA WATER STANDS.

LANE, CRAWFORD & CO.

Hongkong. 29th April 1896. THE PHARMACY.

SUN GLASSES, in various Shapes.

EUGENE CLICQUOT CHAMPAGNE. EXTRA DRY AND SWEET.

Per Care of 2 doz. Pints, \$28.00 GANDE, PRICE & CO., Wine and Spirit Merchants,

> No. 12, Queen's Road Central. 6.000,000 Bottles sold in one month.

"THE KOP THAT CHEERS." PERFECT NATIONAL BEVERAGE. A SPLENDID DINNER ALE.

LOOKS LIKE BEER. TASTES LIKE BEEK BREWED FROM KENTISH.

HOPS.

ALE AND

NON-INTOXICATING! WATKINS & CO., SOLE AGENTS. APOTHECARIES HALL, 66, QUEEN'S ROAD CENTRAL

BRIGHT!

PURE!!

SPARKLING!!!

MACGREGOR & CO. CALDBECK, SPIRIT MERCHANTS. WINE AND

Telephone No. 75.

Esto. 1864.

SHANGHAI 4 FOOCHOW ROAD. ST. ENOCH'S SQUARE. LEADENHALL HOUSE. HONGKONG 15, QUEEN'S ROAD.

Hongkong, 11th May, 1896. CUTLER. PALMER & CO. Have been Shippers to China for nearly 75 years. Their Brands are favorably known all over the World.

A1 QUALITY COGNAC, Distinguished by 4 STARS on the label. Price \$19.00 per 1 dozen bottles. SUPERIOR OLD COGNAC. Distinguished by 3 STARS on the label. Price \$17.75 per 1 dozen bottles. VERY GOOD COGNAC. Somewhat younger than the above. Distinguished by 2 STARS on the label. Price \$14.00 per 1 dozen bottles. "PALL MALL" WHISKY,

Eleven years old, very fine quality. Each bottle beers an analyst's certificate. The quality is guaranteed. Price \$16.75 per I dozen bottles. Well-matured HIGHLAND MAL

Blended by CUTLEE, PAIMEE & Co. Moderate in price, excellent in quality. Price \$14.00 per 1 dozen bottles. BRODIE & CO.'S FINE SCOTCII

in "Squat" Bottles. Price \$10.00 per 1 dozen bottles. C. P. & CO.'S OWN SPECIAL BLEND SCOTCH WHISKY. in Patented Bottles.

Price \$3.00 per 1 dozen bottles.

GLENIFFER BLEND, SCOTCH

Moderately priced, and quality.

WHISF

INVALIDS' PORT. This Wine is old, soft, and delicate. We strongly recommend it. Analysed and Certificated by Professor Cassall Price \$16.75 per 1 dezen bottles. DOURO PORT. This is a fine quality Wine of exceptionally

Price \$12.00 per 1 dozen bottles. SHERRIES, The Earl Misa's shipping. Price \$16.75 per 1 dozen bottles. LA TORRE. Price \$14.00 per 1 dozen bottles. Pure and natural Wine; a tonic. WHITE SEAL SHERRY-Popular at the Club.

good value.

Price \$17.75 per 1 dozen bettles. CLARETS in Quarts and Pints. CHATEAU MOUTON. For a good after dinner Wine we recommend this. Price \$26.75 per'I dozen bottles. LAROSE. This is a very attractive Claret, of. good bouquet. Price \$15,75 per 1 dozen bettles. MARGAUX-MEDOC. A breakfast Claret.

Price \$8.00 per 1 dozen bottles. Agents-SIEMSSEN & Co., Hongkong. PHARMACEUTIC PRODUCTS OF THE FARBWERKE VOEW MEISTER,

Dr. KNORR'S LION BRAND (DOSE FOR ADVICES 15 to 35 GRAINS TROY) Is the most approved and most efficacious remedy in cases of Headache, Migraine, Neuralgia, Rheumatism, Fover, Typhus, Influenza, Dengue, Erysipelas, Hooping-Cough, and many other complaints. It is also the very best Antiseptic. Highly

Is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as amazing. "MIGRAININE." DR. OVERLACH'S

Invaluable for migraine and of the greatest value in treating headeches of definite etiology, in the headaches of influenza, of nicotine, and morphia poisoning, and generally where the administration of other remedies have failed. To be had at every reputed Chemist and Druggist. Supplies constantly on hand at the CHINA EXPORT, IMPORT & BANK CO., Sole Agents for China. Beware or Spurious Imitations!

the Inventor's Signature "Dr. KNORE" in red letters. "DERMATOL, ?" (ANTIPYRINE-CAPPEINE CITRATE)

WHISKY,

Dry, delicate, and of fine flavour. Price \$8.75 per 1 dezen bettles. LIQUEUR. BENEDICTINE, D.O.M. Price \$33.50 per I dezen bottles.

LUCIUS & BRÜNING HOCHST A/MAIN

ROOMS, with Board. Apply to Mrs. MATHER. 2. Pedder's Hill. Hongkong, Ist January, 1892.

Horal makes the place a pleasant Summer

C. S. ARTHUB,

NOTICE.

Messis JARDINE, MATHESON & Co., And to their friends in Shanghai.

Hongkong, 20th February, 1896. of Belevted Distillations of the Finest Scotch Whiskies BIEMSSEN & Co. Hongkong. [34 OUTLER, DALMER & Co.

ecriptions, Printing, Binding, &c, should be addressed.

DAILT PRESS only, and special business matters Advertisements and Subscriptions which are not ordered for a fixed period will be continued until Orders for extra copies of DAUT Phess should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address Press. A.B.C. Code. P.O. Eco. 24. Telephone No. 12.

NEW ADVERTISEMENTS 31st December, 1895. IN THE SUPREME COURT OF HONGKONG. clusive, during which period no TRANSFER SUMMARY JURISDICTION

By Order. A. H. MANCELL, Hongkong, 9th May, 1896.

UNION INSURANCE SOCIETY OF TOTICE is hereby given that a Writ of CANTON, LIMITED. - NOTICE TO SHAREHOLDERS.

> Cent. upon Contributions for the year 1895 has been declared. WARRANTS will be issued on the 30th

Hongkong, 21st April, 1890. TATE are now offering the balance of our CANTON INSURANCE OFFICE, LIMITED. NOTICE.

NOTICE is hereby given that SCRIP CERTIFICATE No. 1,445, issued 6th JULY, 1886, for one Share numbered 1,669 in the above Office, standing in the name of Mr. YONG SENG, of Swatow, has been lost, and should the same not be produced before the

General Agents,

NEW BOOKS, &c., &c. Sport in India and Somali Land, by Surgeon-Major Edye. The Mighty Atom, by Corolli. Figaro Illustre, April.

New Water Colour Boxes. New Stock of Stylograph and Fountain Pens. Enchantress Egyptian Cigarottes. appeared in JANUARY last WILL NOT be re-

R ELLY & WALSH, LIMITED.

WRITER. The YOST combines the greatest simplicity with the maximum of efficiency. It is the easiest machine to operate, and the one which does the most useful work. It is unequalled for strength and durability, and, being made entirely of the best metals, no wood being used in its construction, it will stand more wear and tear than any other writing machine. It is thus the most economical to maintain, for not

for the expensive and troublesome ribbon of

DETER DAWSON'S SCOTCH WHISKY.

OUR BUSINESS and in view of facili-

CREOLIN BLACKHEAD

.Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus

INTIMATIONS

ELEVENTH ANNUAL ORDIN-

SARY, on THURSDAY, the 21st instant, at Twelve o'clock, Noon, for the Purpose of Receiving the Report of the General Manager, together with a Statement of Account to the The REGISTER of SHARES will be CLOSED from MONDAY, the 18th inst, till SATURDAY, the 23rd instant, both days in-

of Shares can be registered.

By Order of the Board,

29th instant, a new Scrip Certificate will be issued to the said Mr. YONG SENG, and no transaction taking place under the said Sorip Certificate No. 1,445 will be recognized by the

W. BREWER & CO. FINE HONGKONG BRANCH of the NAVY LEAGUE cordially INVITE the COMMUNITY of HONGKONG to the CITY HALL on FRIDAY, the 22nd inst., at 5.15 P.M. when Mr. J. J. FRANCIS, Q.C., will deliver

LOCAL NOTICE TO MARINERS, HAINAN STRAITS, MIDDLE CHANNEL BUOY. NOTICE is hereby given that the MID-DLE CHANNEL BUOY which dis-

CUSTOM HOUSE. Kinngchow 15th May, 1869. CLUB HOTEL, LIMITED. TOTICE is hereby given that the SEVENTH ORDINARY GENE-RAL MEETING of SHAREHOLDERS of the CLUB HOTEL LIMITED, will be held on the premises No. 5-B, Bund, on the 29th day of MAY, 1896, at 4.30 o'clock in the AFTERNOON, for the purpose of receiving the Directors

Commissioner of Customs.

C. J. PRICE,

Acting Harbour Master.

C. H. FEARON, Acting Secretary. Yokohama, 6th May, 1896. TIO WHOLESALE' DRUGGISTS, &c.-A LONDON FIRM seeks un AGENT in this Country for their SPECIALITES .-MATTHEWS & WILSON, SOUTH NOB.

TO LET:

ONE GODOWN-WANCHAI, next to Etablissement de la Ste. Enfance.

REGISTER of SHARES of the said Com-

1896, both days inclusive.

By Order of the Board,

wood, London, England.

Apply to

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· Consignees of Cargo by the above-named

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Hongkong, 18th May, 1896.

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A. S. WATSON & CO., LIMITED THE HONGKONG DISPENSARY.

Hongkong, 9th January, 1896. NOTICE TO CORRESPONDENTS.

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for mublication, but as evidence of good faith. All letters for publication should be written on one side of the payer only. No anonymously signed communications that has

already appeared in other papers will be inserted. Orders for extra copies of DAILY. PRESS should be sent before 11 a.m. on day of publication. After that

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Hongkong, May 19th, 1896.

THE prospects of mining in China hav always been fascinating. There are so man rich mineral deposits in the vast area comprised within the limits of the Eighteen provinces and Manchuria that it has ever seemed a marvel to Westerns that a utilitarian people like the Chinese, who will travel thousands of miles to other countries to search for gold, should have systematically neglected the treasures that lie at their feet. The Chinese have been the most successful tin miners in the Malay peninsula and in both California and Australia they showed themselves as susceptible to the auri sacra fames as their Caucasian brothers. while they exhibited far more patience in the quest, content to fossick on the ground deserted by the latter. Hardships and dangers are cheerfully braved by the Chinese miners, who will toil on for a very slender reward, allured by the pleasing crease in the rate of interest. The banks uncertainty of the chase, the possibilities that would be loth to take any step in that appeal to the gambling spirit innate in the direction as long as they could avoid it, for race. But while the Chinese miner will on a previous occasion when interest was: hazard much and endure great privations reduced and then raised again the consein pursuit of fortune on the gold field or in quences on the stock market were lamentother mining enterprise, knowing that he may reap only a scanty reward, but buoyed up by the hope of striking some prize, yet he is shy of such risks in his arrived at London on the morning of the 16th own country because he knows that the instargus eyed official would be ever on the watch to rob him of his hard won earnings. and Manile has been interrupted by typhoon For this reason he has always been indiffusince Sunday morning. ferent to this industry in his own country, even on the rare occasions and in the Hainan Straits, which disappeared in January limited areas in which it has been sanctioned last, will not be replaced. by the Government. The great objection entertained to mining pursuits by the Chinese Government in the past arose chiefly from Smellett Campbell at Amoy. the belief-probably the result of some experience in remoter times—that the employment begot a spirit of lawlessness and at the City Hall on Friday afternoon next. rowdy ism among the miners, making them difficult to control, and constituting a danger to the maintenance of good order among Hart, by the Karlsruhe.-N. C. Daily News. them; that the pursuitof this calling tended to render the populace less contented, drew large numbers from agricultural work-ever which he probably did not start, had ten regarded as the mainstay of the country-and swelled the ranks of the banditti, who were ready to prey upon the successfully itidus- hear, expressing a desire to learn English, trious. Hence, as the mandarins disliked which they recognise as the international trouble, they were prepared to sacrifice possible gains to certain enjoyment of order and freedom from riotous outbreaks.

The drain of bullion necessitated by the payment of the war indemnity to Japan, squadron.

however, has predisposed the Chinese Govornment to permit the opening of mines in various parts of the Empire, in the hope, of course, that the royalties obtainable will serve to replenish the exhausted coffers of the Treasury. In pursuance of the determination, the Governor of Kwangei, by authorization of the War Department at Peking, his, we are told, lately issued a notification to the effect that as there are many mines in Kwangzi, merchants and others desirous of working them are invited to send in applications for permits to do so. It is added that the Government will afford all necessary assistance in such undertakings. No doubt, and will exact handsome payment for such assist ance! Those who have had experience of the kind of assistance given by officials the opening of mines would vastly prefer to be without it. The case of the Tamchow and the Taiyushan mines is one in point. At: the Taiyushan mines—on the neighbouring. island of Lantao-the company that undertook to work the mines of silver-lead there was saddled with the presence of two wei yuens, to each of whom it was expected to pay a monthly honorarium of something

like Tls. 250, for looking on and practically exercising a close espionnage over works. Small wonder that mining Kwangtung has not been successful! there much chance of the mines Kwangsi turning out more remmerative? There are plenty of mineral deposits, and some of them could, we are sure, worked at a profit, but will the merchants care to embark in such speculations without some very explicit guarantees that they will month before use. When required for not be interfered with in the development of drinking at once it should be ordered to be the properties? We feel confident there will decanted at the Dispensory before being be little or no response to the invitation of the Governor of Kwangsi. Chinese capital is exceedingly shy of investment when the voice of the mandarin is heard to woo it. Even in such a place as Hainan, where it might be thought the official was not so much in evidence, and there are great undeveloped mineral resources, there is an absence of enterprise in this direction owing to the utter want of confidence felt by the people in the officials. In the island, on one of its coasts, there are valuable and ex-BRANDY.—All our Brandy is guaranteed to tensive copper mines which have never yet brands in the market. The Scoron some minerals might be discovered. At

be pure Cognac, the difference in price been profitably worked. There are mines being merely a question of age and of various kinds in Kwangtung, some of which are no doubt of great value, and even in the small strip of territory to be included quality and of greater age than most in the proposed new limits of the colony any rate limestone is to be had there, which would be a boon to more than one local connoisseurs to be superior to any findustry in the colony, if it could secured. But unless the Central Kingdom is administered by some Foreign Empire, it is vain to think of any considerable development in mining, for the reasons above the Colony or from our authorised Agents at mines in China, but under the existing administration they are practically as inaccessible to private enterprise as if they were situated in some deadly valley in Siam where malaria mounts guard and prevents the possibility of their being

Ar the annual meeting of the Chartered

Bank of India, Australia, and China, the

worked.

Chairman remarked that the tendency in the Further East was towards lower rates for banking accommodation. For the mo- home for over nine years for political reasons. ment, however, that tendency seems to have been arrested, and the rates of interest ruling in the native market at Shanghai have of late been exceptionally high. fact seems to be that the plethora of money which prevailed some time ago has been relieved by the demand which has arisen in connection with the establishment of indutrial enterprises at Shanghai. - During the long period of depression which existed the banks, in order to place themselves in a position to meet any emergency, restricted credit and gave attention to getting their funds in as liquid a state as possible. The result was that when the depression passed these institutions were left with their treasuries overflowing with ready cash, for which at the moment there seemed to be no employment The rate of interest was accordingly reduced from seven to six per cent. to stimulate demand and for a time it was believed that this would soon be followed by a further reduction. The general rise in the value of stocks, the more liberal credit offered, and, especially, the demand for money in connection with new industrial enterprises at Shanghai, have, however, relieved the banks of their surplus funds, and, instead of a further reduction in the rate of interest taking place in the near future, it seems more probable that the stringency which has lately made itself felt in the native money market may be reflected, in the foreign market, though not to the extent, probably, of necessitating any in-

The P. & O. steamer Formosa, from China,

Telegraphic communication between Bolinuo

It is notified that the Middle Channel Buov.

Mr. H. B. Morse has been appointed Commissioner of Customs at Lungchow and Mr.

Mr. J. J. Francis, Q.C., will deliver an address under the auspices of the Navy League Owing to the delicate state of health of Mr. Bruce Hart he leaves for home, with Mrs.

At the Peking races Mr. F. A. Sampson, of Shanghai, out of fourteen events, in two of

winning mounts. The mercantile classes at Wnohow are, we language of trade.

The Courrier de Saigon says the French cruiser Forfait, which recently left for France, has received orders to stop at one of the ports of the Red Sea to join the Indian Ocean

There were 2,243 visitors to the City Hall Museum last week, of whom 198 were Europeans. A Chicaman was fined \$160 at the Police Court yesterday for carrying arms without a

The steamer Suisang, from Calcutta and Straits, left Singapore for this port on the

The O. & O. stenmer Gaelic, with mails, &c. left Nagasuki for this port on Saturday, the 16th inst. at 3 p.m.

At the Magistracy yesterday, before Hon. Commander W. C. H. Hastings, Thomas King, seeman on the Empress of Japan, was sent to gaol for twenty-eight days with hard labour for sessulting Richard Heawood, bostswain.

In our Saturday's issue it was stated that a private in the Rifle Brigade had been sent to gaol for two months for stealing 35 belonging to a corporal. The man did not belong to the Rifle Brigade, but to another corps of the

Rice is now colling in the famine districts of Kwangei at \$10 to \$12 a pioul, Children from two to fourteen years of age are on offer at from \$3 to \$30, the people having now obtained leave to sell them, as they must otherwise sturve to death.

We learn that a Customs staff for the frontier town of Szemao, in Yunnan, is to be appointed and will leave Canton probably next month. Mr. Carl, at present Commissioner at Mengtze, will take charge at the new station and will be cordial welcome. Among those present in sentence passed upon the prisoner, and said he succeeded at Mengtze by Mr. Spinney.

On Sunday there were seven cases of plague from the city and one from Kowloon. One of the patients was Mr. Skelton, who is being treated on the Hygica. Yesterday there were nine cases, five being from the city, two from the harbour, one from Kowleen, and one from

On Saturday afternoon there was rather an alarming explosion in Bullock Lane. Some workmen were smashing shells for the purpose of melting thom, when one of the shells burst and three men were injured about the face and They were taken to the Government Civil Hospital, where they are detained. splintered shell broke several windows and one piece shot against a wall and cracked a number

The Hon. Tressurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals :---

-Holliday, Wise and Co Chantrey Inchbaid J. M. Armstrong... Roy. H. Rieke Zoroastrian 🧠 🚉 F. Barretto

Many persons will learn with regret of the death of Mr. William Porter Moore, the wel known manager of Campbell, Moore and Co hairdressers, which took place yesterday morning. Some twelve months ago Mr. Moore was seized with a panilytic stroke, from which l recovered, but on Saturday night he had another seizure, which proved fatal. Moore came out to China between .thirty and thirty-five years ugo and after a few years spent at Shanghai established himself in business in Hongkong. He was known to almost every one and was generally respected, both by those in his own sphere and v his numerous patrons. Some years ago Mr. Moore took advantage of a mania which then existed for floating companies to turn his business into a limited liability concorn.

The N. C. Daily News of the 13th May says:-On the Hacan, which arrived at Shanghai from the north on Monday, was Princess Minof, Korea She is the wife of the Korean Prince Min who lived at Hongkong for many years and who lafely arrived at this port, taking up quarters nt the Hotel des Colonies. It is interesting note that this is the first Korean lady of high rank who has left her country. Her Highness is accompanied by Mrs. Wu Li-tang. of Chemulpo (wife of a Chinese employe of the Korean (Justoms), who acts as Interpreter, or. as she has been termed, Private Secretary, Her Highness, and also by one of the Princess's brothers: The Princess has evidently come eat her husband who has been absent from

It is reported in native quarters that the wholesale smuggling of arms into China from the responsible and arduous nature of the Macao, which has been going on by junk for duties of that office and I am also sensible of the past year or so, continues as briskly as ever. One of the causes is said to be that in the present condition of the country every village of any consequence, if it wishes to feel any security against being raided by the argo armed gangs now committing depredations in all directions, requires some thirty or forty rifles for its defence. It is useless to appeal to the officials in connection with these raids, as they rander no assistance, all their attention being taken up in extorting as many dollars as possible out of the people in the shape of some tax or another. The people have consequently to rely on their own resources my brother Judge. Soon after L was called to for their defence if they do not wish to have the Bar, a long time ago. I heard that the Bar the village pawnshop snoked and the well-to-do residents compelled, under threat of being killed, to deliver up any treasure they possess. But tion, as far as I know, has remained with it the facilities the legitimate purchasers of arms for their own defence find for smuggling them into the country are unfortunately equally although they are not numerous in point of availed of by the plundoring section, who are probably still more alert in the matter. Both parties are willing to pay a good price for a good weapon. The maranders, who are associated in importance to the fact, of the colony gangs of two and three handred each, have in a being possessed of a strong and independent number of cases that have lately occurred been armed with repeating carbines. These armed gange of thiores may yet combine under one strong leader to upset the Government. they were to abstain from plunder they would. not want for support and a strong following from the mercantile classes.

The new steamer India, one of the six large vessels under construction for the Peninsular and Oriental Steam Navigation Company, was annehed on 15th April from the yard of Messrs. Cuird and Co., Greenock She is the largest steamer yet built for that company, her dimensions being :- Lougth, 500 ft.; breadth, 54 ft.; depth, 37.6 ft.; and gross tonnage, 8,000 tons. The India will be driven by single serew triple expansion ongines of 11,000 horse-power, but the distribution of power and smoothness of working will be ensured by employing engines, of the four cylinder tandem type. She will carry 500 saloon passengers, the accommodation for whom is of a very superior character. The wood panelling and carving of saloons and other public apartments have been designed Mr. T. E. Colleutt, and executed by ominent decorators. The coilings of the saloon, library, music, and smoking rooms, &c., will be highly decorated, a special feature of the latter being the fifteen panels, which are painted by Mr. Frank S. Murray, and represent all the different aspects of the day, such as dawn, sunrise, twilight, evening, &c. The state rooms on the promeunde, spar, and main decks are exceptionally large and roomy, and well-supplied with every convenience and comfort. The ship is, of course, fitted throughout with the electric light, and there are a large number of solid marble baths, fitted up with appliances for douche, spray, and other baths. The arrangements for working cargo, his of the most perfect character. The hydraulic cranes, &c., are supplied by Mossrs. Bir W. Armstrong, Mitchell and Co., Elswick-on-Tyne. The India is built on similar lines to the Caledonia (belonging to the same company), but she is larger than that vessel. She will run on the India and China mail lines of the P. and O. Co., where it is anticinated she will become a most popular steamer: The China, another of the four sister ships now building, will be launched from Messrs. Harland and Wolff's yard at Belfast on 13th June.

LATEST TELEGRAMS: [PROM THE. "COMBROIO."] THE CROPS IN SPAIN.

MADEID, 8th May. Rains having follon generally throughout the Peninsula it is probable that one-third of for Thursday at 10.30 and said the special the wheat crop will be saved. THE OPENING OF THE CORTES-

THE SPEECH FROM THE THRONE, MADRID, 11th May. The Chambers were opened to-day. Queen Regent read the speech from the Throne. | defended, pleaded not guilty.

The speech contained a quedinot narrative of events in Cubs and promises reforms when the proffication of the island has been accomplished, The paragraph referring to the Philippices makes mention only of the arsenal at Subic The Queen states in the speech that she maintains cordial relations with all countries and collogises the leyel friendship of Mr. Cleveland for Spain. Lastly, reference is made to the activity with which the defences at home and in the colonies are being perfected.

SPECIAL TELEGRAM TO THE "NORTH-CHINA DAILT NEWS." ANTI-MISSIONARY RIOTS AT

KIANGYIN. KIANGTIN, 12th May, 9 p.m. The Protestant Mission premises here were attacked by rioters to day and the property The missionaries are safe.

SUPREME COURT

CRIMINAL SESSIONS BEFORE HIS HONOUR DR. CARRINGTON CRIEF JUSTICE).

His Lordship took his seat in Court for the first time as Chief Justice of Hougkong nearly the whole of the members Descon, Mr. H. L. Dennys, Mr. E. J. Gvist, sentence in the other case was concerned. Mr. H. J. Holmes, Mr. J. Hastings, Mr. K. Mountey, Mr. J. Bowley, Mr. H. J. Looker, Mr. McBirney, and all the officers of the Court, Secretary) sate immediately below his Lordship, who was accompanied on the bouch by Mr. T. Sercombe Smith (Acting Puisne Judge).

As soon as his Lordship stepped on the Bench the Registrar called "Court" and everyone present stood-while the usher read the formal proclamation, which nobody takes notice ! Marietrate for some other person—I do not of, and the seats were resumed. After a short name the Attorney-General rose, and the Acting Puisne Judge, the members of the bar, and the whole of the public also stood while the Atterney-General, on behalf of the bar, wel comed his Lordship.

The Attorney General said-May it please your Lordship—On this the first occasion unon which your Lordship is presiding in this Court. permit me, on behalf of both branches of the legal profession in this colony, to offer you our hearty congratulations upon your appointment to the high and responsible office of Chief Justice of Hongkong. The traditions of the Bench have been most honourably and worthily sustained by your Lordship's pro-

decessors. During the last fifteen years the

Chief Justices of this colony have been successively, Sir George Phillippo, Sir James Russell, and Sir Fielding Clarke. It has fallen to my lot as Attorney-General to bid a regretful farewell to the last two of these Judges. They were all three men respected by all classes alike, men of high and independent character. men of great ability. The mere fact that Her Majesty had selected your Lordship as the successor of such men would itself have been a guarantee of your possession of similar qualifications. But, indeed, the records of your previous career fully justify the selection. The many and varied legal appoint ments which you have already held in other colonies must have given you that practical experience of law and that knowledge of men and of affairs which conduce so muc the successful administration of When we bear in mind that not only are you a Companion of the Most Distinguished Order of St. Michael and St. George, but that you have had the honorary law degree of Doctor conferred upon you both by the English University of Durham and by the Scotch University of St. Andrews, we cannot doubt the valuable character of your past services, and we venture to trust that in the future your career will be as useful and as valuable as it has

been in the past. In conclusion, allow me once more to congratulate your Lordship upor your appointment. 🦿 ·His Lordship, in reply, said-Mr. Attorney General and members of the Bar, I am very grateful to you for the kind way in which you have tendered the congratulations of yourself and the other members of the Bar on appointment to the distinguished office of Chief Justice of Hongkong. I am very sensible of

them from my knowledge of the fact that my predocessors for some time have been men of distinguished ability and high character; but while I apprehend that I shall not attain the high standard reached by these gentlemen, vet feel that I shall derive from von contlemen of the Bar every assistance in the performance of those difficult duties, and not only from the centlemen of the Bar but from all the officers of the Court.

I look to the officers of the Court sustain me in the performance of those duties and I need not say I rely upon the assistance of of Hongkong held a very high position amongst the Bars of the British colonies. That reputaup to the present time, and from what I have seen of the gentlemen of the Bar. numbers, yet I fully believe they will always sustain that high reputation they have gained in the past. For my part I attach great Bar. I think it is very valuable indeed in the administration of justice that such a state of things should prevail and I think it is also very valuable that good relations should exist between the Bench and the Bar, and I need not | duced a celebrity who was called "Stonewall" assure you that nothing will be wanting on med Jackson and I think we shall have to apply part to maintain that necessary good feeling, that epithel to Dr. Atkinson and call On my side I wish you every success in your him. "Stonewall." Atkinson. (Applause and profession and I hope I shall always find the Bar sustaining its very high reputation. In by Mr. Percival after a very severe light, and conclusion. Mr. Attorney-General, I take his success was no doubt due to the instructions advantage of the opportunity of wishing you a 1 gave him at Government House when he

very happy holiday. A JURYMAN EXCUSED. The Attorney General—May Lask your Lordship whether you can see your way to excuse one of the common jurymen. Mr. Craddock He has important duties in connection with the Canadian Pacific line, and it so happens that at the present time, just when a steamer is about to be dispatched—a very crowded steamer marine superintendent freight clerk are both absent, and if Mr. Craddock is away also there will no doubt be a great inconvenience to the public. As there is a full panel of common jurors I trust your Lordship will see your way to excuse Mr. Fraddock's attendance

His Lordship asked Mr. Craddock to stand forward and said-An application has been made by the Attorney-General for your release from attendance, and the General Agent of the Company has also written to the Deputy Registrar the subject. I believe you are really wanted during the next few days by the Company which you serve?

Mr. Craddock-Yes, my Lord. His Lordship—I think it was said that two ther employes are absent? Mr. Craddock-Yes, they are. His Lordship-I think, Mr. Attorney.

General, we might release Mr. Craddook on the understanding that if the number of jurors is short he will be sent for. The Attorney-General As your Lordship THE ARSON CASE.

CAPTAIN'S CUP. The Attorney-General—I have another apdication to make to your Lordship. There is a case of incendiarism-a charge of arson, and a special jury has been empanelled. The question is, which is the most convenient day to take the case. I have communicated with the counsel who appears for the defence and also with my learned friend Mr. Francis, who appears with the Attorney General for the prosocution, and if it will suit your Lordship to take the case on Thursday morning at 10,30, that , 1 be a convenient time for all parties. His Lordship fixed the hearing of the case

MANSLAUGHTER, Cheng Chang was charged with the manslaughter of Ma Sam Tong. Hon. W. M. Goodman (Attorney-General) prosecuted, and the prisoner, who was un-

inrors would be released until then.

The following jury tried the case: - Messre. G. A. Caldwell, A. L. Naur, A. Muir, C. M.

Adamson, C. A. M. de Jesus, A. S. Mahomed and J. F. Leon. The prisoner and another man quarrelled in Graham Street about 45 cents and the docbased man interfered as peace maker and as a consequence the prisoner bit off a joint of his right hand little finger. The secused was arrested and sent to gaol by the Magistrate for three months for assault, but as the injured man afterwards died from the effects of the bite tho prisoner was charged with manshaughter.

His Lordship mentioned the power he had under an Ordinance to question a prisoner, and the Attorney General said the law was taken from the Indian Code. The Magistrate was also empowered to question a prisoner and he (the Attorney General) thought it would be botter for the administration of justice if that power were more frequently exercised. Whenever the power was used the Magistrate had to write-down both question and answer on the

His Lordship—The English Logislature is contemplating altering the law as to the giving of evidence by a prisoner. A Bill is now before

The Attorney-General-Yes, I was looking into that the other day, but the difference there would be that the prisoner would be liable to cross-examination by counsel. The law-is a via media, and it is simply for the Judgo to ask questions if he thinks fit. His Lordship I quite agree with you that it

is a very valuable power, but it should be used with some discretion, and only where it might really throw light unon a case. . The jury found the prisoner guilty, and the the Bar assembled to offer him a Attorney-General mentioned the previous the crowded court were-Hon. W. M. Goodman | would write to his Excellency the Governor (Attorney-General), Mr. J. J. Francis, Q.C., asking that the prisoner, having been convicted Mr. H. E. Pollock, Mr. E. Robinson, Mr. A. of the more serious crime of manslaughter, B. Johnson (Crown Schicitor), Mr. V. H. should be pardoned as far as the rest of the His Lordship sent the prisoner to gool for

fifteen months with hard labour. His Lordship-I see in this case that the whilst Hon. J. H. Stewart Lookhart (Colonial prisoner was taken to see the doad body of the deceased man. I looked into the Ordinances, but could find nothing of that kind. Are you aware of any provision on the subject? The Attorney-General-There is not any. my Lord. I do not know why it was done. Of

course it might have been in the mind of the know who was responsible—that the best thing to do would be to let the prisoner see the dead body, as that would satisfy him that it was really the man he had injured. His Lordship—I hope the police will not do t again, as I do not think it is a convenient

The Attorney-General-It is not done under His Lordship-Unless there is statutory authority for it I do not think it should be done. I hope the police will take note of that

Lai Ng Mai was charged with administering drug to Mai Loung Kok with intent to injure him and also with stealing a gold ring, of the value of \$40, a box of medicine, \$150 in notes,

The jury in the first case were also sworn in this case and the prosecution was conducted by Hon. W. M. Goodman (Attorney-General. In 1894 the prosecutor came from Peru with \$1,000 which he had saved. He married the prisoner, who on 31st October, 1891, gave him as he alleged, a drug, robbed him of the property above mentioned, and then document he defence was that the presecutor got druck on this particular night and as he repeatedly beat her she left him. The jury found the prisoner not guilty and

she was discharged. LARCENY AND PORGERY DY A SERVANT. Tong Check U was charged with stealing 14.77 bolonging to Captain Welman. The fury were as follows: - Fang Tang, M. Blake, H. Reoves, J. P. Xavier, F. Hohnke, J. J. Newell, and C. H. Lammeri. Hon. W. M. Goodman (Attorney-General) prosecuted and the prisoner was undefended. The defendant was presecutor's No. 1 boy nd he was given money in March, 1895, to pay-the compradore's bill of \$24.50, but instead of paying the whole of the money he paid \$8.90 on account and pocketed the difference. The jury return a verdict of guilty and the prioner was thereupon further indicted for stealing \$14.50 belonging to Captain Welman and also with forging a receipt with intent to defraud Prisoner was given money to pay the compradore's bill for January, 1895. He stole the money. and forged a receipt. He told the police he thought that giving the compradore's name was

the same as giving his own name. The jury found the prisoner guilty on thes two charges also, and sentence was postponed until Thursday, at ten o'clock.

THE LAWN TENNIS TO ERNAMEN CHAMPIONSIIIP.

THE COVERNOR CRITICISES.

Yesterday afternoon the match for the chamnionship in the Hougkong lawn tempis tournament attracted a large number of spectators. including His Excellency the Governor and many Indies. The players were Percival and Firth and after a well contested match the former won by 4-6, 6-3, 7-5, 6-8, 6-4 At the conclusion of the final His Excellency the Governor said-Ladies and contlemen. I

have been asked to distribute the prizes this afternoon and it is with very great pleasure that I do so. I should like to say a few words about the tournament. I must say that the average play was very much inferior to what it has been during the last two or three years There have never been no many "rockettings" and so many inefficient volleys as on this occasion, and nobody has come up to the form that used to be shown by Dr. Meaden and Mr. Pinckney. Indeed, the only remarkable feature about the tournament has been the excellent: play of Dr. Atkinson. (Applause.) He is as I take about his profession. America has prolaughter.) The Championship has been wonacted as my A.D.C. (Applause.) I congrutulate him upon winning the prize. · His Excellency then distributed the prizes

to the following successful competitors:-Championship-C. Y. Percival. Double Handican -- Captain Dyson and S. E. 'A." Class Single Handicap-Dr. Atkinson. "B" Class Single Handicap-R. E. Belilios Professional Pairs-Dr. Atkinson and

HONGKONG GOLF CLUB.

The result of the play for the Captain's Cup

for May will be found below. Mr. May's score s deserving of great praise, the rough, state of the greens making straight putting a matter of considerable difficulty. There were a large number of entries for both events, the Pool in particular filling well. This Pool was instituted this month instead of a Sweep, as it allows players to try, their luck more than once. One gallant member of the Club invested no less than S4 in his attempts to win it. By the way, during this meeting a record for 9 holes has been made, a certain gentleman, who shall be nameless, but who is known to some of his acquaintances as a "Professor of certain subjects of a military mature," taking 91 strokes, this wonderful score including an 18 at the 7th hole; and a 25 at the 9th.

CALLEAU COL.	· · ·	i	
Mr. C. W. May	3 16	77	
Lt. Col. The O'Gorman. 103	24	81	÷
Major Thomas 100			- : .
Mr. C. H. Grace 9	12	-83	Ų.
Mr. A. S. Anton 99	6	84	:::
Mr. G. Stewart	3 4	84	:
Mr. G. B. Huma	1 6	85 '	٠.
Dr. J. Bell 10	1 15	86	<i>i</i> _
Mr. C. A. Tomes	1 15	89	
Mr. H. W. Slade) 18	92	٠.
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Mr. C. A. Tomes

Mr. C. H. Grace

Mr. G. Stewart

Mr. C. E. Hume

CORRESPONDENCE We do not hold ourselves responsible for the

opinions expressed by our correspondents.] BRITISH AND RUSSIAN NAVAL STRENGTH IN THE FAR EAST

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIE,-Referring to your "Naval Strength in the For East," published in your issue of the 16th instant. I venture to send you tubles and comparisons of the British and Russian fleets in these waters, which show some different results from those of the naval correspondent of the Times quoted by you, notably in speed and I would be glad to know if you he can point out where the difference comes With regard to weight of guns I must chim some indulgence, as without an intimate knowledge of the various marks of the guns on the ships it is impossible to arrive at the exact weight, but I think you will find the figures about right, or at any rate, as I have treated the ouns of both fleets in the same manner, good enough for comparison. With regard to meed. I have taken Brassey's 1895 "Naval Annual as my goide. Of course it is very likely the Times correspondent has better sources of information and it is only for the purpose of threshing out the subject, in which a pretty general interest is taken, that I venture to request space in your valuable paper to publish the tables and to run the risk of having my unprofessional knowledge of naval matters roughly handled by the naval correspondent.-Yours faithfully.

Hongkong, 18th May, 1896.

ontractions-d. displacement, g., guns, w weight of guns in tons, g.f. machine and quick-firing guns, t. torpedo tubes, s. speed

enturion = d. 10,500, g. 14 (4 29 ton 10 2.07)ton), w. 137, a.f. 27, t. 7, s. 18.50. Undaunted.—d. 5.600, g. 12 (2 22-ton 10 7-ton). w. 114; a.f. 25, t. 4, s. 18.1. Nurcissus.—d. 5,600, g. 12 (2 22-ton, 107-ton) w. 114. q.f. 25. t. 4. s. 18,1 [numortalité.—d. 5,600, g. 12 (2 22-ton, 10 7-ton), w. 114, q.f. 25, t. 4, s. 18:1 3dgar.-d. 7,350, g. 12 (2°22-ton, 10 7-ton), w 114, q.f. 25, t. 4, 8, 29.5 Edus.—d. 3,600, g. 8 (2.7-ton 6.2.07-ton), w 26, q.f. 13, t. 4, s. 19.75 Figure —d: 3,600, g. 8-(2 7-ton 6 2.07-ton), w 26, q.f. 13, t. 4, s. 19.75 Spartan.—d. 3,600, g. 8 (2.7-ton 6.2.07-ton), w 26, a.f. 13, t. 4, s. 19.75 lainbow.—d. 3,600, g. 8 (2 7-ton 62.07-ton). w. 26, q.f., 13, t. 4, a. 19.75 creher.—d. 1.770, g. 6 (6 41-ton), w. 27, q.f. 11 Porpoise.—d. 1,770, g. 6 (6.43 ton), w. 27, a.f. Daphne.—d. 1,140, g. 8 (5 in.), w. 44, q.f. 8, s. 14 Peneock.—d. 775, g. 6 (6-1.05-ton), w. 63, q.f. Figury.—d. 775, g. 6 (6 1.05-ton), w. 61, q.f. 4

Ployer.—d. 775, g. 6 (6 1.05-ton), w. 61, q.f. 4 Redpole.—d. 805, g. 6 (61.05-ton), w. G., q.f. d Kattler.-d. 715, g. 6 (6 1.05-ton), w. 61, q.f. 4

Alacrity (despatch vessel), -q.f. 10, s. 17, Linnet,-d. 756, g. 2 [2 4:-ton m.), w. 9, q.f. 8 Swift.-d. 756, g. 2 (2 43 ton m.), w. 9, q.f. 8 Firebrand.—d. 445. g. 4. w. 12. q.f. 2. s. 10.17. Esk.-d. 363, g. 3 (64 pr. M. L.), w. 101, q.f. 2, terminated. Tweed,-d. 363, g. 3 (64 pr. M. L.), w. 101 q.f.

Total.-d. 64,718, g. 162, w. 9251, q.f. 270, t Nicholai I.—d. 8,440, g. 14 (2 12 in., 4 9 in., 6-in.), w. 216, q.f. 24, t. 6, g. 14.8. Admiral Nackimoff.—d., 7,782, g. 16 (8 8-in 10 6-in.), w. 147, q.f. 20, t. 4, s. 16.7. Admiral Korniloff.—d. 5,000, g. 16. (2 8 in., 14 6-in.), w. 88, q.f. 17, t. 6, s. 17.5. Pamint Azoya,-d. 6,000, g. 16 (2 8-in., 6-in.), w. 88, q.f. 17, t. 3, p. 18.8. Rurik -d. 10,923, g. 26 (4 8 in., 16 6 in., 4.7 in.), w. 108, q.f. 18, t. 6, s. 18. Kroiser — d. 1,542, g. 2 (6-in.), w. 9, q. f. 12, Dimitri Donskoi.-d. 5,893, g. 14 (4 8-in., 10 4.7-in.), w. 25, g.f. 13, t. 4, s. 16.5. Koreetz.-d. 1,213, g. 3 (28-in., 16-in.), w. 30 a.f. 6. s. 13.5. Mandjour.-d. 1,224, g. 3 (2 8-in. 1 6-in.), 30, a.f. 11. t. 2, s. 14. Siverstch.-d. 950, g. 2 (1 9 in. 1 6 in.), w. 20 a.f. 11. s. 12.5 Bobro — d. 950, g. 2 (1 9 in!, 1 6 in.), w. 20, q.: Gremastchy.—d. 1,490, g. 2 (1 9-in. 1 6-in.), w.

Labiayaka.-d, 1,230, g. 6 (4-in.), w. 5, q.f. 15 asdnidk (torpedo gun-vessel) -d. 500, q.f. Sunguri (torpedo-boat).—d., 140, q.f. 4, s. 22. Ussuri (tornedo-boat). d. 140, q.f. 4, s. 22. Olvainy.-d. 1,490, g. 2 (1.9-in. 1.6-in.), w. 20 Total.-d, 55,407, g. 124, w. 826, q.f. 220, t. 39

(faidamak (torpedo gan vessel).—d. 500/q.f.

PORTING INFORMATION WANTED TO THE EDITOR OF THE "DAILY PRESS" Sir,-Being a new arrival in this colony I chall feel extremely obliged to say readers of

your paper who can give me the following in-

1.—Are there real tigers in China, or are they East, where the exchanges were still depenleopards or panthers? If the former, are they as large and as well marked as the Indian species and are they as forceious Public 2.-What parts of China are they to ound and the nature of the places they inhabit and are there man eaters among them P. 3.—Do wild pig exist in China; and what parts to be found; are they large; and do they

resemble the Indian wild pig? I am informed that sportsmen usually use "express " rifles for dangerous game shooting; my informant could not describe what an "express," rifle is : therefore, I shall be grateful for some information regarding it; and what would be about the price of a good one ! I possess three American rifles, but I am told they are not sufficiently powerful for tigers and wild bear. Thanking you for space in your popular

paper -I am, do., NEW COMER. Hongkong, 18th May, 1890.

A "viking" ship recently discovered in East Prussia is estimated to be 1,000 years old, and appears to be of the same type as these that carried the Normans to England. It is shout forty feet long, and comparatively well preserved. | chester.

BANK OF OHINA AND JAPAN. The first annual general meeting of the shareholders in the Bank of China and Japan. Limited, was held on 16th April of the Cannon Street Hotel, Mr. William Reswick presiding. The Chairman, in moving the adoption

When they last met it was to adopt resolu

tions to liquidate the old bank and he thought

hey would regard as satisfactory, in the cir-

of the report, said :--

comstances, the effect of the course which was locided upon on that occasion. The board had steadily pursued the policy of judicious realisation of assets, and with improved values of securities and investments, and a higher rate exchange, the defloiency which then existed had been materially reduced. The call of 10s, per share which was now being collected would put the bank in possession of assets in hand equal to its full liabilities, and the still outstanding liability on the shares represented a capital sufficient for the carrying on of business on a paying scale when they were free from the depositors' commilites and could use the recources of the bank. The rapid repsyment of deposits, 45 per cent. having already been refunded, with the prospect of at least a further repayment of 15 per cont. next June, brought them within measurable distance, he hoped, of freedom and of brighter prospects. The operations of the new bank had been practically for only a short period of the year, and with unavoidable expenses for a longer time to hear, the result must be regarded as affording no sufficient indication of the probable success of the new institution. The balance-shoot showed the authorised, the subscribed, and the naid-up capital, and there were instalments of the latter overdue on 31st December last amounting to £9.815, of which, however, they had since received £2,311. The balance was owing by responsible people, and no trouble was anticipated in collecting it. The number of ordinary shares allotted had increased since lat January last from 94.208 to 95.098, and shareholders in the old bank holding 11,950 shares were arranging to have their shares allotted in the new bank. Indeed, these additional shares were now on the register. The fixed deposite showed a large reduction. The repayments amounted to £516.128, and it was anticipated that about the end of June a further £170,000 would be repaid. The balance then due to depositors would be about £450,000. Turning to figures on the other side of the account their gold securities required no comment. The silver securities, which represented advances in China that were formerly made, had been considerably improved since the accounts were made up at the rate of 2s. 14d. Hence the confidence with which he could speak of their assets being sufficient to meet every liability when the call now being made was collected The each in the Bank of England at the date of the accounts, amounting to £130,731, was placed there in preparation for the payments which were made on 1st January. The shares allotted from the old bank to the new were 94,918, and 14,375 were considered good, although they had not yet come in. There were shareholders representing 16,923 shares who should pay in time, although this might be a little doubtful; but there were shareholders who were bad representing 22,422 shares. Unfortunately, 42,206 shares were held by Chinese, but proceedings were being taken and would be vigorously carried on to obtain payment of the call on these shares. They could only trust that they might recover, and no effort would be spared to accomplish this. Outside foreigners held about 4,460 shares, and there were 441 shares on which 27 15s. a share had been paid in full. They had had to compromise in some cases, representing 130 shares. in respect of which it was hopeless to obtain any return. As soon as they possibly could after the half-year was closed the directors intended to send a circular to every shareholder on the register showing the position they might be in on 30th June next. He concluded by moving the adoption of the report and accounts Mr. David McLean seconded the motion.

In reply to Mr. Fleming, the chairman said t would be well to defer anything connected with the future of the bank until they had made preater progress in the liquidation of the old institution. About £1,800 of the law charges had been paid for stamps and duties in connection with the reconstruction. Shareholders on the London register representing about 75,000 shares had met their obligations fully, and there was little doubt that every one who was able to pay would be obliged to pay: . It was impossible or him to give any idea of the amount that would be good in connection with the shares held in China. The loss in exchange on funds realised, to which reference had been made, was the old loss connected with remitting home money at a different rate of exchange from that at which it had been unfortunately placed in the East. It would not be possible to reduce the expanse of management very much during the present year, but they had a prospect of making a material reduction eventually. Their

could possibly do so. The mostion was them adopted. On the motion of the Chairman, seconded by

Mr. H. D. Stewart, Mr. Adolf von André and Mr. Egbert Iveson were re-elected directors. Mr. S. Gilfillan proposed the election of Mesers. Turquand, Youngs & Co. as auditors, which, being seconded, was carried, and the proceedings

object was to reduce expenses wherever they

THE CHARTERED BANK OF INDIA AUSTRALIA, AND CHIVA.

The ordinary general meeting of the share folders of the Chartered Bank of India Australia, and Chius was held on 15th April at the Cannon Street Hotel. Mr. William Paterson presiding. The Chairman, in moving the adoption of the report, stated :-They were able to maintain the dividend at the rate of 8 per cent. for the whole twelve months, besides making a substantial addition to the reserve fund, which now amounted to £350,000. There was one item in the accounts which made its appearance for the first timenamely, the amount deposited as a reserve against the bank's note issue. At their meeting twelve months ago he explained the terms of their amended charter required that the third part of the maximum limit fixed for their note circulation should be deposited in each or securities with the local Governments or with the Bank of England as a special protection to the holders of their notes. The same terms had been imposed upon other banks whose charters had expired and required renewing during recent years, Her Majesty's Government having laid down the principle that such a provision was necessary n the interest of the public and also of the Government. There was, therefore, nothing neculiar to their bank in the arrangement. There was n othing otherwise worthy of particular remark respecting the figures submitted, which testified only to the steady progress of the bank. They could not however, shut their eyes to the fact that they had to contend with increased and very strong competition, both in India and China, which had already tended, and must still further toud, towards reduced margins in exchange operations, to which they had to look for the greater part of their profits. When he addressed them six months ago he referred

to the fact that they had lowered the rate of interest upon their fixed deposits in this country. The reduction had been successfully effected, and the saving in interest had been very considerable. On the other hand, there was ample evidence before them that the tendency at all events in the Further dent on the fluctuations in the price of silver-was towards lower rates for banking accommodation. The position of the bank, on the whole, in regard to their ordinary business, was never better than it was at the present time. Mr. E. Levita seconded the motion, which

was carried unanimously, and the dividend. making 8 per cent. for the year, was approved. Mr. William Peterson was re-elected a director, and announced his intention of resigning the position of chairman, which he had occupied for twenty one years, and stated that his colleagues had acquiesced in his proposal that Mr. J. Howard Gwyther should succeed him in

that positoin. A very bearty vote of thanks was passed to Mr. Paterson for his past services to the bank, and a suggestion was made that the shareholders should present him with a testimonial.

Sec "Practical Engineer" for advertisements of Engineering Specialities.

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USTRALIAN ALLIANCE ASSUR

A VOE COMPANY

The Undersigned having been appointed

AGENTS for the above COMPAN'X are prepared to

mount MARINE RISKS at CURRENT RATES.

Company are PREPARED TO ACCEPT First

Hongkong, : 19th May, 1895.

For Further Parliculars, apply to:

TOPICS OF INTEREST TO SHIP. PING AT SHANGHAL The following is the speech made by Mr. Hewett at the annual meeting of the Shanghai General Chamber of Commerce, which we were compelled to hold over yesterday on account of station each, vessel will take up. This was the want of space :-- Mr. Chairman, there are certain questions you have referred to in your speech, on year. Many instances could be cited as to the which I should like to be allowed to make a necessity of a Board constituted somewhat on few remarks, I mean those more particularly the above lines, but I will only mention two, relating to the shipping interest. Some of one being that of an "outside" vessel which those now here were present on a recent on although drawing some two feet less water than easion when one of our Consuls stated that was signalled on the bar went on shore close by, although the foreign officials were only too no regular pilot being on board. The result anxious to de all in their power to help on was that the deepest channel was practically trade with this country, it remained with those blooked for two nights. Owing to the position appointed to consider the applications, received actually engaged in mercantile pursuits to state of the vessel the harbour authorities did not what they wanted and see that they got it. These consider it advisable to signal the depth of water remarks, although addressed to a gathering of in this channel except during daylight. The but one nationality, with equal truth apply to all other case was that of a railing vessel which, engaged in trade with China. We have always presumably from motives of economy, was towed been given to understand that constant drop- up from Woosung by Chinese launches of ping wears away a stone. It is perhaps be- insufficient power, The vessel was consecause there is so little in the composition of the quently not under proper control and went on Chinese Government, as a body, to make the shore on the bar, where she raised a ridge. simile applicable that our repeated represents. This for the time being decreased the depth of tions to them as to our wants have up to the the channel considerably. Regulations to meet present met with such a modicum of success. similar cases should be issued by the Con-We have unfortunately, only too good cause servancy Board; who should have power to for knowing that very little is to be expected punish those proved guilty of a breach of the from the authorities in Peking, but it is only rules by fines or otherwise, as the circumstances light winds and fine weather to port. by proclaiming what we require, and going of the case may require. The recent disastrous on insisting upon it year after year, that collision at Woosung, resulting in such a we can hope in the end to gain our terrible loss of life, might, I think, be cited 13th May, had light favourable wind and fine point. This necessity must be my excuse as one more argument in support of our weather from Cape St. James to Cape Padoran; for again referring to such a well-worn topic demand for a Conservancy Board to re- thence to Cape Varella light northerly wind with as the state of this river. It is true that, thanks gulate the traffic on the bar, and this I under- heavy swell; from Varella to North Reef. to the efforts of our Committee, and their im- stand is confirmed by the Naval Court of In- (Paracels) fresh gale from N. to N.W. with mediate prodecessors, we have at last arrived quiry, although I have not yet seen a full re- heavy head sea and squally weather at intervals; at such a point that we hope within the port of the finding of the Court. It is only ship labouring heavily and taking large quanters only present year to have the river for a second a wonder that the damage done was not greater, titles of water over forward; main deck being time surveyed by a competent engineer, and as two large steamers crossed the bar inward constantly flooded; from Paracels to port had that armed with his report we may be able, bound a very few minutes after the accident moderate to light westerly wind and fine weather through the representations to our respective and these might also have been involved in with heavy head sca and low barometer. Governments, to bring such arguments to bear the disaster had the Onwo been sunk a little upon the Chinese as will prove to them the more in the centre of the fairway, in which alvantages which will accrue to trade, and conse- case not only might the river have been entirely quently to themselves, by having the approaches | blocked, but the loss of life more than doubled. to this port improved. It would seem that I do not wish to pose as an alarmist, but we April 18.—To Straits, China, and Japan: Mrs. all that which possibly could be said has who are directly interested in the shipping Belfield and child, Mrs. A. Ross, Miss Baily, been said concerning the state of the bar, trade know that these narrow escapes are Mr. A. G. Ward, Capt. S. S. Long, Dr. Taylor, but as it will probably be some time before of almost daily occurrence and that we are in Mr. J. Moss. Mrs. Taylor, Messrs. P. K. Kenyany definite steps are taken to remody the constant danger of similar disastrons collisions | velt, Cumming, E. Gauntlett. present condition of affairs, I will, with your taking place. This state of affairs will continue Per P. & O. steamer Massilia, from London, permission, once more draw attention to what so long as we are without a proper authority to April 23.—To Straits, China, and Japan: Major the presence of this obstruction in the river regulate the traffic of the river. Another duty and Mrs. Farmer, Messrs. Osmond, Ireland. Cz really means to the trade of Shanghai. Last of the Board should be to see that all obstruct G. Ogilvie. From Brindisi, May 3.—Mr. F. B. year was, we know, an exceptionally bad one, tions in the river are promptly removed, and Smith.

Year was, we know, an exceptionally bad one, tions in the river are promptly removed, and Smith.

Per P. & O. steamer Palacan, from London, which they should be granted the necessary powers of the property of the propert had been sunk in the centre of the fairway, in for removing these obstructions after first noti- May 2.—To Straits, China, and Japan: Mr. the most difficult part of the river, had been fying the Chinese Government of their intention | Coxon. allowed to remain there nearly three years without any serious effort being made to remove it. and Nora, two cases in point, but there still May 8.—To Straits, China, and Japan : Mr. It was all along merely a question of time as remains another wrock which should also be and Mrs. Ruttray, Messrs. A. M. Innes, D. T. to when a second accident would occur. In cleared away without further delay. This is the Robertson, R. H. Young. April of last year another vessel was sunk on the Birkhall, now sunk off the Woosung fort, where bar by striking on the first wreck, but even then, it has been for over nine months. A contract May 16.—To Straits, China, and Japan: Mr. when the condition of affairs fully justified us in has, it is true, been made for raising this wreck, and Mrs. A. Bunting and 4 children. fearing that at any momenta third accident might but a great deal of unnecessary delay took place | Per Messageries Maritimes steamer Polynetake place, which would for a time completely before this was decided upon, although there sien, from Marseilles, April 26.—To Shanghai: block the entrance to the port of Shanghai, it was was no question as to who was responsible Mr. Manieus, Mr. A. Zaeckel. To Hongkong: not for another six months, and only after for the less. I do not know that the wreck Mr. and Mrs. Flayelle. strong pressure had been brought to bear upon of the Birkhall is a worse danger to pass- Per Messageries Maritimes steamer. Melthe Imperial Government, they could be pre- ing vessels than a steamer at anchor would bourne, from Marseilles, May 10.-To Hongvailed upon to do what they should have done be, but it has taken up a berth at Woosung kong: Mr. Bowden Smith. in the first place of their own initiation, viz., at a time when there were as many as four Per Canadian Pacific steamer Empress of remove the obstructions from the river. The steamers lying outside in the Yangtsze wait- China, from Vancouver, May 11.—To Yokothorough and expeditious manner in which this ing for room in order to come in and dis- hama: M, and Mrs. Schinzinger. To Shanghai: work was carried out by the harbour authorities charge. I believe I am right in saying that Mr. L. Ede Waller. showed that there was no reason why the last autumn one of the continental mail steamers wrecks should not have been removed at once, was detained over 48 hours off the red buoy, had the Government only recognised their there being no room for her inside. It is to be obligations in the matter. The mill of pro- hoped that before very long some steps will be Mar. 21, from Rotterdam for Batavia. gress in this country grinds very slowly; it re- taken to improve the approaches to Shanghai. mains with us aliens to see that it does not come For this purpose a special fund will have to be Mar. 23, from Amsterdam for Batavia. to a standstill altogether. As regards the raised, and it is most important that a Consereffect of the bar on the shipping trade, I vancy Board should be created without further will mention the following figures, which I delay in order to control the collection and expenthink might with advantage be here stated. diture of the fund, as well as to supervise the Of the fortnightly English mail steamers which | actual work on the river. This is another arguvisited this port last year eighteen remained ment which might be, and indeed has already from Batavia for Padang. entirely below the bar, while only three came been, brought forward in favour of a Board to 30, Amr. ship Josephus, Gilkey, Jan. 27, from up to Shanghai without first lightening. superintend the conservancy of the river, which New York for Shanghai. Rather more than two thirds of their total is that the channel must to a very great extent | 30, British bark Bowman B. Law, Hurlbert, cargoes were discharged at Woosung, and with be influenced by dredging, bunding, and the exception of a very few hundred tens, the other changes to which the banks are con- 30, German ship Etha Rickmers, Schulze, whole of their export cargoes were loaded below tinually being subjected. If this were the Jan. 31, from Earry for Singapore. the bar. Out of 533 days in port, 366 were case nearly twenty years ago, how much more 30. German bark Richard Richmers, Tack, passed at Woosing. Our intermediate steamers | must it be to-day? The number of wharfs | Jan. 18, from Barry for Singapore. being constructed on somewhat different lines, has very much increased, and these have to 30, British ship Fulkland, Gracio, Jan. 20, and not being tied down to fixed dates, fared carry on dredging operations which with from Philadelphia for Hyogo. somewhat better, but of these nearly half difficulty make it possible for ocean steamers 30, Amr. ship. Win. H. Conner, Pendleton, were unable to reach Shanghai, while a fourth to go alongside to discharge. In other Jan. 22, from New York for Shanghai. of the number only were able to cross without places the land is required for factories, forelightening at Woosung. About one-third of shores are filled in and buinded up, and, as far 9, from Algon Bay for Butavia.

to go alongside to discharged places the land is required for factories, foreplaces the land is required for factories, foreshores are filled in and buinded up, and, as far 9, from Algon Bay for Butavia.

their total inward cargoes were discharged as we can see, now that Shanghai is about to 30, German ship Peter Rickmers, Westemeyer, below the bar, and nearly the same proportion take an important position in the Far East Feb. 8 from Cardiff for Singapore. of their export cargoes were loaded there. 84 days at Woosung. Considering that we had intervals all the year round, and consequently that many of them were able to take full shown the urgent necessity which exists for having some improvement effected in the river, tailed, as this is generally recognised, but I may incurring a double loss on the owners and on placed in competent hands, and some superthe coal trade of Shanghai. It has been vision exercised over them as a whole. In view contended on previous occasions that the of the importance of this question I trust complaint against the state of the river is the Committee will continue to press for satisprobably as much due to the increused size factory settlement of the matter. The question of the vessels as to the decreased depth of of bonded warehouses is one which really water on the bar. This, however, as far as the concerns merchants, but I should like to point P. & O. Company at all events is concerned, is not out how the present system affects steamship the case; I can state from personal experience companies. As cargo to be bonded can only that formerly we did not have as much trouble be landed at the C. M. Wharf, this necessitates in getting these vessels up to Shanghai as we having the goods sorted out on board the have of late, while our intermediate boats are steamers at the cost of considerable loss of time in point of draught considerably lighter than and money. Fortunately, up to the present, the mail steamers. To emphasise this I may the amount of cargo bonded has been very here remark that during last year half of our | small, but it can easily be understood that if steamers were not drawing over 20 feet on in the future, importers wish to avail themarrival, while less than one-third were drawing | selves to a greater extent than at present of over 21 feet. It is certainly a fact that during the bonded warehouses, thus necessitating the past few weeks the bar has deepened, the sorting on board of a larger quantity of but we have no reason to suppose that cargo, the delay in discharging a steamer this is more than the temporary alteration will be very much increased, which for many which usually occurs during the spring. We reasons cannot be too strongly deprecated. At know that the depth of water on the bar varies | the time the present system was inaugurated very considerably from month to month and a strong protest was made by the then Comfrom year to year. Sometimes better and some- mittee of this Chamber against this arrangetimes worse, but in the long run the general ment, but without effect. If bonded warechange is distinctly for the worse, and because houses are required here it is a distinct the bar is at the moment better than it has been | hindrance to the trade that the privilege of for some considerable time past, this would not storing cargo in bond should be confined to one warrant us in relaxing our efforts for obtaining wharf company, and that one at which only a permanent improvement. I am sorry to hear a small proportion of the ocean steamers dismost of those engaged in the shipping trade in should have the control of the river in the hands of a Board, with authority to issue such regulations as may be considered best to minimise the former port. I would remind you that that a good many vessels entirely ignore them, be forwarded to their destination. I should be glad and as these are in most instances occasional to know if there is any chance of our having visitors, whose owners have no regular agents this clause altered, as although it is not a very here, it is very difficult to bring influence to great matter, it is one which might with adbear upon them to mend their ways. The Con- vantage be remedied at the same time that other servancy Board should issue licences to pilots, clauses in the regulations are being revised. and pilotage should be made compulsory at all events between the outer bar at Woosung and Shanghai. This need not inflict any hardship upon the local companies, as exempt certificates could be granted to the senior officers, subject to their passing a regular pilot's examination, authorising them to pilot all vessels belonging

bution of the berthe available. In Shanghai to the Commercial Mission to China, he bed where there are fixed moorings isld down, this is a comparatively simply matter, but at Woosung when the river is low, and a number of steamers are detained below the bar, there are at times more yessels requiring berths than can be accommodated, and confusion arises as to which cause of at least one serious collision during last

to do so. I have already alluded to the Ferma | Per P. & O. steamer Arcadia, from London,

as a manufacturing centre, the demand for such 30, Norw, bark Allegro, Quell, Mar. 15, from Out of a total of 262 days in port, they spent sites with a river frontage will increase. What Port Natal for Bangkok. this indiscriminate and piece-meal work along vessels coming and going at regular and frequent | the banks will result in is of course out of my power to foretell, but it appears to me most necessary that if we are to prevent any further | Jan. 25, from New York for Shanghai. advantage of the good tides, I think these deterioration in the approaches to Shanghai, figures need no further comment from me to all works of this nature should be under the 10, from New York for Amoy. guidance of a Board acting on the advice of a qualified engineer. No bunding or dredging from New York for Hongkong. enabling vessels to reach Shanghai without undue should be carried on between the native city | May 1, British str. Rhosina. from The West detention. I will not enlarge on the loss thus en- and Woosung without permission being first for The East. received from the Conservancy Board, por 2, Norw. ship Heidrun, Bjornsen, April mention that during the past year the English | should mud from the various dredging opera- from Port Elizabeth for Anjer. mail steamers would have been supplied in tions be deposited in the river except in places Shanghai with between 4,000 and 5,000 tons of indicated by them. We all know that in places Batavia for Amsterdam. coal in excess of the quantity purchased, had the river has during the past few years they all been able to come up the river. This narrowed considerably. It may not be equally 20, from Singapore for New Yorkof course is a dead less to Shanghai, and I am | well known that it is in parts, at all events, also | sorry to say to the P. & O. Company also, as shoaling. Although these shoals have not Mar. 31, from Manila for Boston. the coal had to be supplied elsewhere at an as yet formed obstructions to the naviguincreased cost. It seems more than probable tion, there is every likelihood of their doing from Heile for Delaware Breakwater. that other vessels for the same reason had also 80, and for this reason the direction of 4, Ned str. Smerce, Guthrie, Mar. 23, from to curtail their purchases of coal here, thus works on the banks of the river should be Rotterdam for Batavia.

that the Chairman has not been able to state | charge. I trust that the Committee will again that definite steps have been taken towards the take this matter up, and by making fresh reformation of a Conservancy Board to control presentations in the proper quarter succeed the navigation of the Whangpoo. It is many in having it placed on a more equitable footyears eince the question was brought up at | ing. I am afraid I have already encroached a public meeting held in Shanghai to dis- upon the time of this meeting, but there cuss the best means for improving the river, still remains one more question to which I but until recently the matter has been allowed should like to allude, namely, the Yangtezo to remain without further notice. I think regulations. I believe I am right in saying that the risk of accidents, and also with power to the leading ocean shipping companies addressed enforce their observance by all vessels of what a joint letter to you some time ago calling attenever class or nationality visiting this port. tion to the inconvenience suffered in consequence The Harbour Master has drawn up rules which of our being obliged to have cargo shipped on if only strictly adhered to would go far towards through bill of lading to the river ports, exmeeting this want, but, unfortunately, we know amined here, and duty paid, before the goods can

THE COMMERCIAL MISSION TO

By a donation of £30 yearly for three years, which was announced on 13th April from the to the companies by whom they are employed. Blackburn Power-loom Overlookers' Associaat the time of obtaining certificates. All of tion, the fund in sid of despatching a commerthe large ocean shipping companies already em- olal mission to China in the interest of the ploy pilots for their steamers, but what we want | cotton trade has now reached £3,000. The gift to put a stop to is the passage of vessels, calling of £1,000 from Mr. R. A. Yerburgh, M.P. for here only occasionally, up and down the river Choster, was conditional upon other £2,000 while in charge of men who have not sufficient being raised within a reasonable time, and the local knowledge. The Board should have Chamber of Commerce will now proceed withgreater power over all vessels than at present out delay to appoint experts, interpreter, and exercised by the harbour authorities, and their servants, and otherwise to equip the mission, officers should not only see that they are pro- At a recent meeting of the Blackburn Chainperly moored, but should superintend the distri- ber of Commerce, the president said with regard

been in communication with the leading authorities in London as to the appointent of agents to COM PANY OF HAMBURG. commercial and political. The great difficulty had been the securing of a suitable consul to take charge of the mission, but they hoped to obtain a consul who would serve the mission admirably. Class Foreign and Chinese Risks at Current The leaders of the China Association in London Rates. had promised every support. Mr. Whittaker urged that the mission should be despatched without further delay. Personally, he failed to see the need of a special consul being engaged. The president remarked that the mismanage ment of other missions was an object lesson to the Chamber not to send out their mission insufficiently equipped. A sub-committee was

SHIPPING REPORTS.

The British stenmer Chousang, from Swatow 17th May, had fine clear weather.

The British steamer Hinsang, from Swatow 17th May had moderate to light easterly winds

The Chinece steamer Fushun, from Shanghai 15th May had moderate N.E. winds and fine weather to Chelang Point; thence W. and S.W.

The British steamer Propontis, from Saigon

FAR EAST.

Per P. and O. steamer Aden, from London,

Per P. & O. steamer Sunda, from London,

VESSELS PASSED ANJER. April 28, Ned. str. Gelderland, De Goede, 29. Ned. str. Prins Alexander, Onwehand, 29, Ned. str. Conrad, Duinker, April 29, from Batavia for Amsterdam. 30, Danish bark Orient, Boye; Mar. 27, from Bangkek for Copenhagen. ,30. Norw. bark Aspasia, Jonson, April 29.

Jan. 21, from New York for Batavia.

30, British bark Sussex, Malcolm, Jan. 20

from New York for Shanghai. 30. Amr. ship Clarence S. Bement. Frenk, 30, British bark Nellie, Treop, Kanney, Jan. 30. British ship Harland, Johnston, Feb. 2.

2 Ned. str. Sumatra, Kotting, May 2, from 3, British ship Falconhurst, Robertson, April

4 Aner, ship Mary L. Cushing, Pendleton, 4, Amr. ship A. J. Fuller, Colcord, April 2,

EXPORT CARGOES. The steamer Radnorshire, sailed on the 9th May. For New York -4,617 rolls matting. 25 packages canes, 26 cases bristles, 63 cases chinaware, 10 cases palm-leaf fans, 20 boxes ginger, and 1,439 packages merchandise. The steamer Sughalien, sailed on the 13th May. For Suez :- 21 packages furniture. For France: 453 bales raw silk, 41 cases silk piece goods, 10 cases essential oil, and .2 cases

For London :- 5 cases silk piece goods.

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PER CENT. per annum.

J. W. R. TAYLOR

Manager, Hongkong.

LIMITED.

GIBB, LIVINGSTON & CO. Hongkong, 6th May, 1896. Hongkong, 16th March, 1896; HONGKONG SAVINGS BANK. COTTISH UNION AND NATIONAL HE Business of the above Bank is conducted by the HONGKONG AND SHANG-INSURANCE COMPANY. EDINBURGH AND L'ONDON.

STEMSSEN & CO.

ESTABLISHED 1824; CAPITAL _____ £6,000.000. INVESTED FUNDS £4.850.000. CLAIMS PAID £11,000,000.

FIRE INSURANCE offected at Cur-MICHT RATES. Particulars may be had on application to GIBB. LIVINGSTON & CO. Hongkong, 16th March, 1896.

OUN-IN-SURANCE OF FICE, LONDON FOUNDED 1:10.

The Unclersigned, having been appointed STEMSSEN & CO., Agents Hongkong, 16th May, 1892

THIRANSATLANT (CFIBEINSURANCE COMPANY-OF HAMBURG-The Undersigned, having been appointed M.GENTS for the above Company, are prepared to ACCEPT RIFIKS against FIRE at Current SIEMSSEN & CO.,

Agents. Hongkong. 16th November. 1872~ THE MANCHESTER FIRE ASSUR-ANCE COMPANY. ESTABLISHED A.D. 1824.

TOTAL FUNDS AND SECURITY .. NET ANNUAL FIRE PREMIA £ 757,478 Having been appointed Agents of the above Company we are prepared to accept EUROPEAN and CHINESE RISES at culrent rates. -HOLLIDAY, WISE & CO.,

Hongkong, 9th January, 1896. ORTH BRITISH AND MERCAN-TILE INSURANCE COMPANY. TOTAL FUNDS AT 31ST DECEMBER,

1894, £11,671,018 2s. 2d. 1 .-- AUTHORISER CAPITAL .. £3.000.000 " I . 's. d SUBSCRIBED CAPITAL ... 2,750,000 PAHD-UP CAPITAL 687,500 0 1L-Fire Funds.....2,410,092 7 The Undersigned having been appointed AGENTS for the above Company are propared to ACCEPT RISKS against FIRE at SHEWAN & CO.,

Hongkong, 13th July, 1895. DHENIX FIRE, OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates. DOUGLAS LAPRAIR & CO., Agents for the Phonix Fire Office. Hongkong, 17th August, 1887.

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THE HATES 20 % Lower than those charged by most Companies. ACCIDENTS £2 PER ANNUM Secures £1,000 (in case of Death by Accident.). £4 PER ANNUM Scoures £1,000 in case of Death or Total Permanent Disablement by Accident, and Weekly Payments of from £1.10 to £6 a, week in case of Temporary 26421 Disablement. * For Prospectus or further Particulais, apply to

I Y V VERNON, Hongkong, 18th June, 1894. WIMPRESS ASSURANCE CORPORA-TION, LIMITED.

FIRE AND MARINE. We have This Day been appointed AGENTS and are prepared to accept Risks at CUR-RENT RATES. HOLLIDAY, WISE & CO. Hongkong, 28th April, 1896.

WYEE. SANG COAL MERCHANTS, have always on hand LARGE STOCKS OF EVERY DESCRIP

TION OF COAL. porcelain. For Milan: 20 bales raw silk, Address: Care of Messrs. Kwong Sang & Co.

\$300, \$350—\$385.

\$175—\$225. ALL GUARANTEED

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examined for from disease

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HAI HANKING CORPORATION. Rules ON SHANGHAL-Bank, at sight71% Private, 20 days' sight724 INTEREST on deposits is allowed at 33 ON YOKOHAMA.-Depositors may transfer at their option ON MANYLA. balances of \$100 or more to the Hongkong AND SHANGHAI BANK to be placed on FIXED ON SINGAPORE. DEPOSIT at 4 PER CENT. per annum. For the Hongkong and Shanghai Sovereigns, Bank's Buying Rate ... 9.01 BANKING CORPORATION.

\$25 \$108, sales

250 [346], seliers

\$50 \$200, sellers

\$50 | 94, sellers

\$25 | \$80, sellers

\$50 \$335, rellers

\$20 | \$281, buyers

\$50, \$714, buyers

\$30 \$194, rellers

\$40 |\$18, sellers

\$100 \$50, sales.

7cs, 500 [\$72<u>4</u>, sellers

\$5 \$3, sellers

\$5 \$6, buyers \$21 \$3, buyers

\$4 \$157, sales

8, 10d. 25.25; huyers

\$50 \$67\$, sales

£10 £8.5, sales

250 \$55. sales

£10 \$66, buyers.

\$37 540, seilers

\$10 |313, sales & buyers

£5 £3

\$1. \$4, sales & buyers

\$10 [\$9.25, sellers

£25 Tis 2021, sellers

\$25 \$215, sales & buyers

\$125 | 182 p. c. prem.=

\$50 \$1184

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6/8 years Old Maiwa...\$780

2/5 years Old Malwa. \$760 Tls. S to 2

4/5 rears Old Malws. \$770 - to 2

Benares New\$6771; Benares Old ...\$7401

THE WEATHER.

CHINA COAST METEOROLOGICAL

29.60

 29.64°

29,66

29.90

.82

18th MAY, AT 10 A.M.

Windivestock | 29.60 | 48 | 87 | 852 | 2 | 0 | 0.0

REGISTER, 17th MAY, AT 4 P.M.

1 co | - | ssw

| 56 | 53 | NE | 3 | c | --

90 35 WNW 1 b

87 | 35 | NW | 1 | --

[-|-|-|0

74 - W I o 80 78 E I b

| 80 | 66 | NW [1] b

79 87 w 4 o

__ | sw | 3 | om |

Previous | On date | On date

. 29.71 :

NW.

day 4 p.m. at 10 a.m. at 4 p.m.

F. G. FIGG, First Assistant.

| -- | sw-|1| ---|

29.82 | 69 | 60 | 88E | 2 | b

29.73 | 60 | 52 | N | 2 | b

20.67 71 71 sw 2 b

29.72 | 82 | 58 | SSE 1 | b

76 88

Ou the 17th at 4.30 p.m. Typhoon centre N. of Bolinso is recurving to the NE. At 7.40 p.m. Red South Cone lawered and Red Drum boisted. On the 18th at 11.15 a.m. Typhoon near Bashee Channel apparently moving towards NNW. The barometer has rison nearly 0.5 inch at Bolinso NNW.

since yesterday morning and fallen nearly 0.1 inch in the neighbourhood of Amey. Forecast :-- Maderate winds from

HONGKONG REGISTER

20.04

Hongkong Observatory, 18th May, 1896.

Thermont, 9 A.M. . 70 Therm. Maximum 81

Thermom. 4 P.M. ...81 night

HONGKONG TIDE-TABLE.

19th May to 25th

Thermon. 1 P.M. .. 80 Therm. Minimum (over ..

29.40 75 100 BW 12 org

Watson & Co., A. S

Władiyostock

Sharn Peak ...

Swatow

Gan Rock

Pakhoi ...

Cupe S. James

Tokyo

Sharp Peak

Swatow

Canton

Hongkong ...

Victoria Peak.

Gap Rock ...

Pakhoi.....l

Bolingo

Cape S. James.

Direction of wind .

Hongkong Mean Time.

Haiphong

Manila

Steamship Coys.

Do. (Preference).

Do. B.....

ining—

Land and Building-

North-China

Do. ordinary Do. deferred £2 nominal INCORPORATED BY ROYAL CHARTER, 1853. £1 £2, buyers HEAD OFFICE, LONDON. Natl. Bank of China £8 130, kellers B. Shares £1 \$115 sellers Foun. Shares... HOLDERS £B00,000 \$50 \$51, buyers Brown & Co., IL G. ... RESERVE FUND £350,000 Campbell, Moore & Co. Carmichael & Co. INTEREST allowed on Current Account at \$100 |\$1151, sales & buyrs | China Sngar the rate of 2% per annum on the Daily balances Dakin, Cruicks'k & Co. On Fixed Deposits for 12 months ... 4 per cent. Dairy Farm Co..... Fenwick & Co.: Geo. ... \$10 \$15, buyers Green Island Cement... \$50 \$36 H. & C. Bakery T. H. WHITEHEAD, £10, \$100, buyers Hongkong & C. Gas ... Manager, Hongkong. 88 186 90, sellers Hongkong Electric Hongkeng, 16th September, 1895. H. H. L. Tramways ... \$100 \\$05, buyers \$50 |\$32, sales & buyers Hengkong Hotel

LIONGKONG & SHANGHAI BANK Hongkong Ice H. & K. Wharf & G. ING CORPORATION. Hongkong Rope...... PAID-UF CARITAL \$10,000,000 H. & W. Dock RESERVE FUND \$ 5,750,000 RESERVE LIABILITY OF PROP'TORS.\$10,000,000 COURT OF DIRECTORS: A. McConachie, Esq.—Chairman.

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For 6 months, 31 per Cent. per Annum. For 12 months, 4 per Cent. per Annum. T. JACKSON. ' Chief Manager. Hongkong, 17th, February, 1896; THE NATIONAL BANK OF CHINA ...LIMITED.

AUTHORIZED CAPITAL£1,000,000. HEAD OFFICE-HONGKONG. · COURT OF DIRECTORS.

| CHOW TUNG SHANG, Esq. D. GILLIEN, Esq. KWAN HOI CHUEN, Esq. H. STOLTERFOHT, Esq. CHAN KITSHAN, Esq. Chief Manager. GEO. W. F. PLAYFAIR.

Interest for 12 Months Fixed 5 % Hongkong, 17th November, 1893

AVID CORSAR & SONS MERCHANT NAVY NAVY BOILED CANVAS LONG FLAX RELIANCE CROWN TARPAULING. ARNHOLD, KARBERG & CO., Sole Agents. R. J. REMEDIOS,

INOREIGN AND COLONIAL STAMP 7A. CAINE ROAD, HONGEONG, Will be glad to send STAMPS on approval to any address on receipt of satisfactory refer-Is also prepared to purchase used Postage STAMES in Large or Small Quantities for Cash.

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 $m _Established 1719$ CHAMPAGNE GROWERS AND. SHIPPERS. Ship only the Finest Quality Extra Dry (Green Seal). LAUTS, WEGENER & CO. Sole Agents. Hongkong, 17th May, 1895.

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\$32per case of 2 dozen pints. D. KRESSMANN CO. RED AND WHITE BORDEAUX WINES. C. G. HIBBERT & CO'S BOTTLED ALE & STOUT MAINZER BEER. SIEMSSEN & CO. Hongkong, let February, 1896.

FOR SALE.

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HEIDSTECK & CO, REIMS. PURVEYORS TO THE IMPERIAL AND ROYAL COURT AT BERLIN AND TO THE IMPERIAL COURT OF RUSSIA. MONOPOLE RED SEAL (medium dry). "see" RED Fort. } (dry). GOID LOIP) (extra dry).

CARLOWITZ & CO., Sole Agents [For Hongkong, Chins, and Japan.

VESSELS EXPECTAD THE AMERICAN MAIL. The O. & O. steamer Gas to, with the American mail left Naxasaki on Saturlay, the 16th inst, at 3 p.m. and may be expected here on or about Tuesday, the 19th instint. The P. M. steamer City of Peking, with mails, Se., left San Francisco for this port via Yokohama and Nakaraki en the 4th instant. The O. & O. steamer Dorn, with mails, &c., left San Francisco for this port; via Honolulu, Yokohama, and Nagasaki, on the 12th instant. THE CANADIAN MAIL The C. P. steamer Empress of China left Vancouver on Monday afternoon, the 11th inst., for this port.

THE AUSTRALIAN MAIL. The C. N. Co.'s steamer Teinan, from Australian ports, left Thursday Island on the 10th inst. and may be expected here about Wednesday, the 20th inst. The E. & A. steamer Guthrie, from Australia, left Port Darwin on the 12th instant for this

THE INDIAN MAIL. The steamer Suisang, from Calcutta and Straits, left Singapore for this port on the 17th

THE FRENCH MAIL. The M. M. steemer Oceanien, with the French mail of the 24th ult., left Singapore on Saturday, the 16th instant; at 5 p.m. and may be expected here on or about Saturday, the 23rd instant. This packet brings replies to letters despatched from Hongkong on the 18th March.

MERCHANT STEAMERS. The P. & O. steamer Mazagon left Bombay. for this port on the 8th inst. The N. G. J. Steamer Risagno left Bombay for this pert on the 16th inst. and is due here on or about the 25th inst. The N. P. Co.'s steamer Stratuleren, which sailed from Tacoma on the 18th ult., arrived at Yokohama on the 9th inst., and left on the 11th instant for this port. The C. M. Co.'s steamer Pokling, from

Glasgow and Liverpool, left Singapere for this

port on the morning of the 17th inst. and may be expected here on or about the 23rd inst. PASSED THE CANAL. OUSWARD-7th April-Myrmiden, Aggi, St. Royald. 17th April - Ision, 21st April. Bomboy, Fon Sang. 24th April-Pakting, Torra Sith April-Glegaron. 1st May Achilles, Aden. Oopack, Nerite. 5th May-Benlemond, Polyphemus, Rose Casile, Glamorganehric, Balmeral, Dordogne. Richmers. "8th May-Cedar Eronch, Queen Olga, Woolwich, Parrhus, 12th May-Prinz Heinrich, Thekla. 15th May-Chingwoo, Gerda, Glenfurg, Polawan,

HOMEWARD-19th May-Salarie, Tora Maru. 15th May-Aglain

POST OFFICE NOTICES The authorised List of Blails issued in connection with this paper is the one published twice each day in our Extra, which is corrected.

to a much later hour than that given below. PEAR DELIVERY closes at Post Office at 11.30 a.m. and 3 p.m. or in Letter Boxes in the Cars by 12 and 3.30 o'clock Trams. Letter Boxes at Peak will be cleared at 12.30 and 4 p.m.

A MAIL WILL CLOSE For Swatow, Amoy, and Tameui.—Per Formosa, to-day, the 19th inst.; at 11.39 A.M. For Shanghai .- Per Daphne, to-day, the 19th inst. at 3.30 P.M. For Singapore .- Per Foochow, to-day, the 19th inst. at 3.30 P.M. . For Singepore.-Per Erate, to-day, the 19th inst., at 4.30 P.M. For Singapore.-Per Surpedon, to-lay, the 19th inst., at 5.00 P.M. For Kobe, Yokohuma, Honolulu, Victoria, B.C., and Portland, Oregon.-Ter Alloun, to. \$15 \$34, sales & sellers morrow, the 20th inst., at 2.30 P.M. For Takow -- Per Strathesk, to-mo row, the 20th inst., at 3.30, P.M. CHATER & VERNON. Share Brokers.

For Manila .-- Per Sangkiang, to-morrow, the 20th inst., at 3:30 P.M. For Singapore, Penang, and Calcutta.-Per Catherine Apear, to-morrow, the 20th inst., at For Nagasaki, Kobe, and Yokohema.-Per Verona, on Friday; the 22nd inst., at 11.30 A.M. For Tientsin.—Per Nanchang, on Friday, the 22nd inst., at 2.30 P.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per Taiyuan, on Monday, the 25th inst., at 2.30 P.M.. MAILS BY THE CANADIAN PACIFIC RAILWAY CO.'S PACKET. The British Contract Packet Emprice of Japan will be despatched on WEDNESDAY,

the 20th inst, with Mails for Shanghai, Japan,

Canada, United States of America, and coun-

tries beyond vid Vancouver, B.C. The following hours will be observed in closing the Mails, &c :-10.30 A.M. Registry ceases: 11.00 A.M. Post Office closes, but correspondence may be posted on board the Packet with the Late Fee of: 10 cents extra pestage

until time of departure. MAILS BY THE BRITISH PACKET. The British Contract Packet Ravenna will be despatched on THURSDAY, the 21st May, with Mails for the United Kingdom, Europe, and countries beyond, via Briadisi; to the Straits Settlements, Netherlands India, Burmali, Ceylon, Aden, Egypt, Malta, and Gibraltar. 8.00 A.M.-Posting of Prices Current and Cir-

culars ceases. 9.30 A.M.—Registry ceases. 10.00 A.M. Posting of newspapers, books, and patterns ceases. 10.30 A.m.—Mail closes. LATE LETTERS may be nosted (from 11.10 A.M.) with 10 cents late fee up to 11.30 A.M.

after which hour they may be sent on board with the same late fce. MAILS BY THE UNITED STATES. PACKET . The United States Mail Packet City of Rio de Janeiro will be despatched on THURSDAY, the 21st inst., with Mails for Japan, Sen's Francisco, the United States, Canada, Honolalu,

Peru, &c., which will be closed as follows :--

10.00 A.M. Registry ceases.

11.00 A.M. Post Office closes, but correspondence may be posted on board the Pucket with. Late Fee of 10 cents extra Postage until the time of departure.

SANTAL-MIDY

NW. to W., accompanied by the weather, on the S. coast of China; increasing NE, and N. winds probable about the N. part of the Formusa Channel. These Capsules are used in the London and Paris Hospitals in place of Copabia Cubebs, and astringent injections; they relieve the patient, without causing any of the wel known inconveniences of these old remedies, in 48 hours.

Dr. Posner says: "The parity of Oil Santal: is of the greatest importance; the best form we have used is the French preparation. known as Santal-Midy sold in small capsules easy to swallow and readily supported by the MPREES. FAILONER & Co.'s REGISTER, May 18th. Barometer 9 A.M., 29,76 Therm. 9 A.M. (Wet bulb) 71 stomach.-Deutsche Medicinal Zeitung, July, Barometer i P.M. .. 2073 Therm. 1 P.M. (Wetbulb) 72 Barometer 4 P.M. 29 70 Therm. 4 P.M. (Wet bulb) 69

SANTAL MIDY is sold in battles of 40 spherical capsules, each of which contains 5 drops of the pure amber-coloured Sandal-wood oil distilled by Midy's process,

All Capsules bear the name "Ridy" printed in black letters. Hoight. Mongkong Height.

BEWARE OF IMITATIONS.

NTOT RESPONSIBLE FOR DEBTS Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEET contracted by the Officers or the Crews of the following Vessels during their stoy in Hongkong Hurbour .- Shewan & Co.

CATHERINE APCAR, Brit, etc., Olifent-David Sassoon, Sons & Co. INGRABAN, Ger. str., Piper-Wieler & Co. LUCY A. NICKELS, Amr. ship, Nichole-The height of mean sea-level has been determined, from the

The height of picau sea-level has been determined, from the tidal observations of 1887 and 1888, as 5.87 feet above zero of the tide-gauge at the Kowloon Tidal Observatory; and the Lower-water Ordinary Spring-Tides, to which datum the heights in these Tables are related, as 3.87 feet above zero.

The heights in the Tables marked with a minus sign (—) are belowed own water Ordinary Spring-Tides, and should be apprireded from the constant given above. Router, Brockelmann & Co. LYEHMOON, Ger. str., Henormann-Siemsson MASCOTTE, Brit. str., Ross-Bradley & Co. VELOCITY, Brit, bk., Martin-Chinese.

MONSIGNEES of Cargo from London, ex S.S. Ortegal and Cambodge, from Bordesux ex S.S. Nantes, Bordeaux, and Frederic Morel, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees be-To-DAY, the 12th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Turs-DAY, the 19th inst., at Noon, will be subject to rent and landing charges. All Claims must be sent in to me on or before Tuesday, the 19th just, or they will not be recognised. All Damaged Packages will be examined on

C. TOURNAIRE. Acting Agent. Hongkong, 12th May, 1896. FROM HAMBURG, PENANG, AND SINGAPORE.

Tuesday, the 19th inst., at 3 P.M.

No Fire Insurance has been effected.

HE Steamship

Cantain Bahrens, having arrived from the above ports, Consignoss of Cargo are hereby requested to send in their Bills of Lading for THE Company's Steamship countersignature by the undersigned and to take immediate delivery of their goods from Ontional Cargo will be forwarded unless notice

to the contrary be given before To-MORROW. Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and 'Godown Company, Limited, and stored at Consignees risk and

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 3 P.M.

SIEMSSEN & CO., Hongkong, 13th May, 1896. NOTICE TO CONSIGNEES.

No Fire Insurance has been effected.

FROM CALCUTTA, PENANG, AND SINGAPORE. INTHE Steamship

"CATHERINE APCAR" having arrived from the above ports. Consigness: of Cargo are hereby informed that their goods will be delivered from alongside. - Cargo impeding the discharge or remaining on board after the 18th instant will be landed at Consignees' risk and expense into the godowns of the Wanchai Warehouse and Storage Co., Limited, Wanchai, Consignees of Cargo from SINGAPORE

and PENANG are requested to take IMME. DIATE delivery of their. Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignoes risk and expense. No Fire Insurance will be effected, Bills of Lading will be countersigned by

DAVID SASSOON, BONS & CO. Hongkong, 15th May, 1896. VESSELS ON THE BERTH.

HAVRE, AND HAMBURG. (Taking Cargo at through rates to Antwerp. AMSTERDAM, ROTTERDAM, LISBON, OPORTO. LONDON, LIVERPOOL, and BEEMEN.) THE Steamship

FOR SINGAPORE. MARSHILLES.

"ERATO, Captain Ostermann, will be despatched for the above ports TO-DAY, the 19th inst., at upon application.

For Freight, apply to SIEMSSEN & CO. Hongkong, 12th May, 1896.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY, AND TAMSUI

I HE Company's Steamship "FORMOSA,"

above Ports TO-DAY, the 19th inst. at Noon. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO.

General Managers.

Hongkong, 18th May, 1896. FOR SHANGHAL THE Steamship

"DAPHNE," Captain T. Samuelsen, will be despatched for the above port TO-DAY, the 19th inst., at 4 P.M. For Freight or Passage, apply to

Siemssen & co. Hongkong, 18th-May, 1896. · [1199 CHINA NAVIGATION COMPANY. LIMITED.

FOR MANILA FITHE Company's Steamship

"SUNGKIANG." Captain C. B. N. Dodd, will be despatched as above TO-MORROW, the 20th inst., at 4 P.M. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 18th May, 1896. "SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE, AND (With liberty to tow the S.S. "BONNING TON" from Honoroug to NAGASARL)

HE Steamship

"CARMARTHENSHIRE." Sincock. Commander, will be despatched for the above ports on THURSDAY, the 21st inst... at Noon. For Freight or Passage, apply to DODWELL, CARLILL & CO.,

Hongkong, 15th May, 1896. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS. CEYLON. AUSTRALIA. INDIA, ADEN, EGYPT. MEDITERRANDAN PORTS. PLYMOUTH, AND

LONDON.

THROUGH BILLS OF LADING ISSUED FOR AND AMERICAN PORTS.

BATAVIA, PERSIAN GULF, CONTINENTAL HE Steamship "RAYENNA,"

Mails, will be despatched from this for Bombay. &c. on THURSDAY, the 21st MAY, at NOOK. taking Passengers and Cargo for the above Captain J. Porter, sailing at Noon, on FRI. Ports. This steamer connects at BOMBAY with DAY, the 5th June, will proceed to VICthe S.S. "SHANNON" leaving that port on TORIA. B.C., and TACOMA. Wash. via the 12th June for London direct. Tea for London (under arrangement) will be Pacific Coast Points, and to Canadian and on TUESDAY, the 26th inst., at Noon. transhipped at Colombo into a steamer pro- United States Points. ceeding direct to Marseilles and London; other Cargo for London, &c., will be sconveyed vit Points should be in quadruplicate, and one copy Bombey, 4 P.M. the day before salling. The Contents and road, Tacoma, Wash. Value of all Packages are required and the terms and conditions of the Company's Bills | sailing:

For further Particulars, apply to

Hongkong, 8th May, 1896.

H. A. RITCHIE.

Superintendent.

of Lading.

Hongkong, 18th May, 1896. OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"SARPEDON," Captain Jackson, will be despatched as above TO MORROW, the 20th inst., at DAYLIGHT. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY,

LIMITED.

FOR SINGAPORE.

FOOCHOW.

Captain Blackburne, will be despatched as above

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

THE Company's Steamship

PO-DAY, the 19th inst.

Hongkong, 18th May, 1896. FOR SINGAPORE, PENANG, AND CALCUTTA. THE Steamship

"CATHERINE APCAR" Captain J. G. Olifont, will be despatched for the above ports on THURSDAY, the 21st inst., at DAYLIGHT. For Freight or Passage, apply to DAVID SASSOON, SONS & CO.,

Hongkong, 16th May, 1896. CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE: SAMARANG, AND SOURABAYA

"SHANTUNG! Captain Frampton, will be despatched as above on TUESDAY, the 26th inst. For Freight apply to BUTTERFIELD & SWIRE,

Hongkong, 18th May, 1896. OCCIDENTAL AND ORIENTAL

STEAMSHIP COMPANY. TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE ' OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

STATES.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. GAELIC (via Nagasaki,) SATURDAY, May 30. Kobe, Inland Sea, Yo. 1896, at Noon. kohama, and Honolulu) Donic (via Nagasaki,) Tuesday, June 16. Kaha, Inland Sea, Yo-1896, at Noon. kohama, and Honolulu)

Belgic (via Nagasaki, BATUEDAY, July 4 Kobo, Inland Sea, Yo-1896, at Noon. kohama, and Honolulu) 🕽

FINE Company's Steamship "GAELIC" will be disputched for SAN FRAN-g CISCO, ma NAGASAKI, KOBE, INLAND SEA. YOKOHAMA, and HONOLULU, on BATURDAY, the 30th MAY, 1896, at Noon, connection being made at Yokohamu with Steamers from Shanchai.

Steamers of this line pass through the IN LAND SEA OF JAPAN and call at HONO-LULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of culars of the various Routes may be obtained

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not Captain Robson, will be despatched for the apply to through fares from China and Japan to

All PARCEL PACKAGES should be marked to sadress in full; and same will be received at the Company's Office until Five P.M. the day provious to sailing.

Consular Invoices to accompany Cargo des- | TIHE Steamship fined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company. No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 14th May, 1896.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN. THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the United States and THE Company's Steamship CANADA and to EUROPE. HONGKONG TO LONDON \$400.

Excellent accommodation. First class Table. Doctor and Stewardess carried. HONGKONG TO NEW YORK \$350. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS The YHLLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225. Rates of Passage to other Points on application. Special rates allowed to members of Government Bervicce.

PROPOSED SAILINGS FROM HONGHONG. (Subject to Alteration). BRARMAR June 5. TACOMA 2,549 Tuesday June 23. VICTORIA 3,167 | Saturday July OLYMPIA 2,608 | Wednes ... July 29; BRARMAR | 3,601 | Sunday ... | Aug. 16

TACOMA 2,549 Thursday .. | Sopt Captain E. Street, carrying Her Majesty's THE Steamship

BHANGHAI, KOBE, and TOKOHAMA Silk and Valuables, all Cargo for France, and Through Bills of Lading issued to Japan,

Consular Invoices of Goods for United States must be sent forward by the steamer to the care Parcels will be received at this Office until of the Freight Agent, Northern Pacific Rail-

Parcels must be sent to our Office (with address | / THE 3/3 L.I.I. American Bark Shippers are particularly requested to note marked in full) by 5 P.m. on the day previous to For further information as to Passage or Captain Shurtleff, will lead here for the above Freight, apply to DODWELL, CARLILL & CO. General A gente.

Hongkong, 18th May, 1896.

vessels advertised as loading VESSELS NAME. FLIG & BIG. DESTINATION. Ravenna Street . LONDON &c. Brit str Baker LONDON Ceylon ... Brit. str. Jackson LONDON VIA SUEZ CANAL.... Brit. str. Sarpedon. Grier Brit, str. Ulysses LONDON VIA BUEZ CANAL.... Hrit. str. Black. LONDON & HAMBURG Clam Walter Gervatr. BREMEN & PORTS OF CALL Karlsruke Siegel ANTWERP, B'MDH & H'BURG ... Deike Rickmars Ger. str. MARSEILLES, L'DON, & A'WERP, &c. Agapenthus MAR'LES, HAVRE &H'BURG V. S'PORE Erato Brit. str., Ostermann Ger. str. Fren. str. ... Anbert MARSEILLES VIA SAIGON &C.... Sydney Loc. P.N.I VANCOUVER. V. SHANGHAL &c... Empress of Japan . Brit, str. Brit str. Porter

VICTORIA, B.C., &c., v. Y'HAMA... Braemer

SAN FRANCISCO

NEW YORK

NEW YORK

VICTORIA, B.C., & P'LAND, V. KOBE. Asloun ... Bhewan & Co..... Brit str. ... Murray Brit. str. ... O. & O. S. S. Co. Gaelio ... SAN FRANCISCO VIA Y HAMA City of Riode Janeiro P. M. S. S. Co. Amer. str... BAN FRANCISCO VIA Y'HANA Shewan & Co. Queen Elizabeth.. Brit, ship ... Fulton... Gibb. Livingston & Co. Brit. str. ... Thomson NEW YORK VIA SUEZ CANAL. Amer. sh... Nichols Router Brockelmann & Lucy A. Nickels... Amer. bk ... Shurtleff Siemssen & Co. 📆 Gerard C. Tobey Carlowitz & Co. . Ballard NEW YORK NEW YORK Amer. sh.... Lucile Carlowitz & Co. Reed T. F. Oakes. Amer. sh... SYDNEY. MELBOURNE, &c.... STRAITS & CALCUTTA Butterfield & Swire Nelson Brat. str. ... Taiyuan Olifent. David Sassoon, Sons & Co Brit. str. .. Catherine Apear Butterfield & Swire Blackburn Brit. str. SINGAPORE Fonchow SINGAPORE, S'BANG & S'BAYA ... Shantung ... Frampton Brit. str. SAMARANG & S'DAYA V. AMOY, &c. Federation Ger. str. Tocque, R.N.R. Y'HAMA. VIA NAGASAEI & KOBE... Brit. str. Verona Sincock NAGASAKI, KOBE & YOKOHAMA Carmerthenshire Brit. str. Samuelsen Ger: str. ... Daphne SHANGHAI TIENTSIN
SWATOW, AMOY & TAMSUI Formosa Finlayson. Brit. str.

Brit. str.

On 26th inst. Butterfield & Swire Lauts, Wegener & Co.. May. P. & O. S. N. Co On 22nd inst., at Noon, On 21st inst. at Noon. Dodwell, Carlill & Co. To-day, at 4 P.M. Siemsson & Co. On 22nd inst Butterfield & Swire Douglas Lapraik & Co. To-day, at Nonn Robson . Butterfield & Swire To-morrow, at 4 P.M.

POB PREIGHT APPLY TO

P. & O. S. N. Co.

P. & O. S. N. Co.

Butterfield & Swire

Butterfield & Swire

Maichers & Co.

Arnhold, Karberg & Co

Arnhold, Karberg & Co.

Nippon Yusan Kaisha]

Messagories Maritimes.

Canadian Pacific R. Co.,

Dodwell. Carlill & Co...

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAY, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, BC

SPEED. PUNCTUALITY. SAFETY. Twin Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG. (Subject to Altebation.) EMPRESS OF JAPAN ... Comdr. Geo. A. Lee, R.N.R. WEDNESDAY Woth May 1898 EMPRESS OF CHINA... Comdr. R. Archibald, B.N.R. ... WEDNESDAY, 10th June, 1896 CITY OF PERING (via)

THE magnificent Steamships of the Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Nava Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments. CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia via Honolulu, and Sydney to Hongkong via Briebane and Torres Straits, Good for 9 months, £100. The attractive features of this Company's route embraces its PALATIAL STEAMSHIPS

(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 30th April, 1896.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

the United States or Canada. Bates and parti-culars of the various Routes may be obtained LONDON (C.E. Baker May May May)

For Further Particulars, apply to

H. A. RITCHIE, Superintendent. Hongkong, 19th May, 1896.

VESSELS ON THE BERTH REGON RAILWAY AND NAVIGA-TION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN. PROPOSED SAILINGS FROM HONGRONG, 1896. (Subject to Alteration.) ASLOUN...... | Wednesday ... | 20th May.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

Captain Murray, will be desputched hence for HONOLULU, VICTORIA, B.C., and PORT-LAND, OREGON, via KOBE and YOKO-HAMA, on the 20th inst., at 3 P.M. Consular Invoices of Goods for United States Points should be in QUADRUPLICATE, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT.

Oregon Railway and Navigation Co., Portland, For further information as to Passage and Freight, apply to SHEWAN & CO.. Agents.

Hongkong, 16th May, 1896. CHINA NAVIGATION COMPANY, LIMITED

FOR PORT DARWIN. QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

"TAIYUAN" Captain Nelson, will be despatched on MON-DAY, the 25th inst., at 3 P.M. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer, First Class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 18th May, 1896. "BEN" LINE OF STEAMERS. FOR NEW YORK, VIA SUEZ CANAL,

HE Steamship "HENALDER,"
Captain Thomson, will be despatched as above on or about MONDAY, the 25th inst. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agonts. Hongkong, 5th May, 1896.

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG. HE Company's Steamship, "CLAM." Captain T. Black, will be despatched as above

For Freight apply to ARNHOLD KARBERG & CO., Agents Hongkong, 15th May, 1896. FOR NEW YORK.

"GERARD C. TOBEY." port and will have quick despatch. For Freight apply to STEMSSEN & CO. Hongkong, 13th April, 1806.

VESSELS ON THE BERTH OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL THE Company's Steamship 'ULYSSES!"

D. E. BROWN Seneral Agent,

Captain Grier, will be despatched as above on SATURDAY, the 23rd inst. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Hongkong, 14th May, 1896.

COMPAGNIE DES MESSAGERIES Maritimes. PAQUEBOTS POSTE FRANCAIS. NOTICE:

STEAM FOR SAIGON. SINGAPORE, BATAVIA. COLOMBO, BOMBAY, ADEN, EGYPT. MARSEILLES. MEDITER. RANEAN AND BLACK SEA PORTS. LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE. ON WEDNESDAY, the 27th May, at Noon, the Company's Steamship "SYDNEY," Captain Anbert, with Mails, Passengers, Specie, and Cargo, will leave this Port for MARSEILLES via BOMBAY. This Steamer connects at COLOMBO with the Steamship "VILLE DE LA CIOTAT," which vessel takes on her Passengers and Mails, Suez, Port Said, and Marseilles.

leaving that port on the 8th June direct to Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 26th May, (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Fackages are required. For further Particulars, apply at the Com-

C. TOURNAIRE. Acting Agent. Hongkong, 14th May, 1896.

"RICKMERS" REGULAR LINE OF. STHAMERS. FOR ANTWERP BREMEN, AND HAMBURG. (Taking Cargo at through rates to RED SEA.

MEDITERRANEAN, and BLACK

SEA Porta THE Company's Steamship. "DEIKE RICKMERS," Captain Siegel, will be despatched as above FRIDAY, the 5th June.

[1107] For Freight, apply to ARNHOLD, KARBERG & CO.,. Agents. Hongkong, 15th May, 1896. FOR SAN FRANCISCO. THE 100 A.I. British Ship

> "QUEEN ELIZABETH" Fulton, Master, will load here for the above. port and will have quick despatch. ror Freight, apply to SILEWAN & CO. Hongkong, 19th February, 1896:

> > FOR NEW YORK.

JIHE 3/3 L.I.I. American Ship

"LUCY A. NICKELS," Nichols, Master, is now loading for the above port and will have quick despatch.

For Freight, apply to REUTER, BROCKELMANN & CO. [941 | Hongkong, 31st March, 1898.

VESSELS ON THE BERTH U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP

TO BE DESPATCHED.

On 21st inst, at Noon.

To-morrow, at Daylight.

On or about 29th inst.

On 26th inst. at Noon.

On or about 4th June.

To-day, at Noon.

To-morrow, at Noon.

On 27th inst., at Noon.

On 5th June, at Noon.

To-morrow, at 3 P.M.

On 30th inst., at Noon.

On 21st inst., at Noon.

On or about 25th inst.

On 25th inst...at 3 P.M.

On 21st inst. Daylight.

Quick despatch.

Quick despatch

Quick despatch. Quick despatch. Quick despatch.

To day.

On 20th inst, at 9 A.M.

On 23rd inst.

On 5th June.

COMPANY. VIA INLAND SEA OF JAPAN AND

PROPOSED SAILINGS FROM HONGHONG. CITY OF RIO DE JANEIRO Inland Sea, Yokohama, (21, 1896, at NOON. and Honolului

Nagasaki, Kobe, Inland | SUNDAY, June 7 EMPRESS OF INDIA... Condr. H. Pybus, R.N.B. WEDNESDAY, 1st July, 1896 Sea. Yokohama, and 1896, at DAYLIGHT. Honolulu) CHINA (via Nagasaki,) THURSDAY, June Kebe, Inland Sea, Yo-

25, 1896, at Nook. kohama and Honolulu.) THE U.S. Mail Steamship CITY OF RIO DE JANEIRO, will be despatched for SAN FRANCISCO. VIA NAGA-SAKI, KOBE, INLAND SEA, YOKO-HAMA, and HONOLULU, on PHURSDAY. the 21st May, 1896, at Noon, taking Passengers and Freight for Japan, the United States,

Steamers of this line pass through the IN- IN- IN- HE 100 A I American Iron Ship LAND SEA OF JAPAN, and call at HONO-LULU, and passengers are allowed to break their journey at any point en route.

land, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be ob tained on application. Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail routes—from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC Union Pacific, Denver and Ric Grands and Northern Pacific Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate. Passengers holding orders for OVER-LAND CITIES in the United States have,

between San Francisco and Chicago, the option of the Southern Pacific, Central Pacific, Union Pactric Denven and Rio Grande and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application. Special rates (first class only) are granted to

officials in service of China and Jopan, and to Government officials and their families. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports. to San Francisco, to Atlantic and Inland Cities of the United States, vin Overland Bailway, to Havana. Trinidad, and Demerara, and to ports

in Mexico. Central and South America, by the

Company's and connecting Steamers. Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo des tined to points beyond San Francisco in the United States should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company No. 7, Praya Central." J. S. VAN BUREN, Agent. Hongkong, 5th May, 18: 6.

ONORDDEUTSCHEE LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLUMBO, ADEN, SUEZ. PORT SAID: NAPLES, GENOA, ANTWERP. BREMEN, AND HAMBURG. PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

ALBO. LONDON, NEW YORK, BOSTON, BAL-TIMORE, NEW ORLEANS, GALVESTON. AND SOUTH AMERICAN PORTS.

SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. B.-CARGO CAN BE TAKEN ON THEOUGH BILES OF LADING FOR THE PRINCIPAL

THE COMPANY'S STEAMERS WILL CALL AT

PLACES IN RUSSIA. Proposed Sailings From Hongrong. (Subject to Alteration).

KARLSRUHE Tuesday ... 26th May.

Prinz Heinrich ... | Tuesday . 1 23rd June. PREUSSEN Tuesday ... Tuesday ... 18th Aug. SACHSEN Tuesday ... 15th Sept. Bayern PRINZ HEINBICH. Tuesday ... 13th Oct. Puesday 10th Nov ONTUESDAY, the 26th day of May, 1896, Itenam, British str., 1,344, G. B. Lefavour, H., at 9 a.m., the Company's Steamship "KARLSRUHE," Captain H. Walter, with Independent, Ger. str., 871, Ahrenkiel, Apri 3, MAILS, PASSENGERS, SPECIE, and Wieler & Co MAILS, PASSENGERS, SPECIE, and

on SATURDAY, the 23rd May, Cargo and P. & O. S. N. Co. Specie will be received on Board until 5 P.M. on Javs, British steamer, 2,632, Case, May 17; Monday, the 25th May, and Parcels will P. & O. B. N. Co be received at the Agency's Office until Noon, Kutsang, British steamer, 1,498, Payne, May 7, on Monday, the 25th May Contents of Jardine Matheson & Co Packages are required. No Parcel Receipts will Kwonghoi, British steamer, 419 Chinese, for Prinzess Willielm, German cruiser, 20 guns, be signed at loss than 82.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board. For further Particulars, apply to MELCHERS & CO.

Hongkong, 11th May, 1896. NIPPON YUSEN KAISHA. JAPAN EUROPE LINE.

STEAM FOR SINGAPORE COLOMBO, PORT SAID MARSEILLES, LONDON, AND ANTWERP. THE Chartered Steamer "AGAPANTHUS"

will be despatched for the above ports on o about THURSDAY, the 4th June. For Freight, apply to NIPPON YUSEN KAISHA. Hongkong, 18th May, 1886.

vessels on the beath CHINA NAVIGATION COMPANY LIMITED.

FOR TIENTSIN. THE Steamship

Captain Finlayson, will be despatched as above on FRIDAY, the 22nd inst. For Freight or Passage, apply to BUTTERFIELD & SWIRE Agonts. Hongkong, 16th May, 1896. JAVA CHINA JAPAN LINE OF

STEAMERS. Under Management of the ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA. PROPOSED SAILINGS (Subject to Afterations)

JAVA, HONGKONG, YOKOHAMA.

KOBE, AMOY, HONGKUNG,

SINGAPORE, JAVA. From HONGKONG. S.S. FEDERATION | To JAVA | May. 88 GERMANIA To JAVA June. S.S. CASSIUS To JAVA July. S.S. CASSIUS ... To JAPAN | June, S.S. FEDERATION To JAPAN | July.

General Agents for China and Japan, LAUTS, WEGENER & CO. Hongkong, 18th May, 1896. STEAM TO NATAL AND CAPE PORTS

THE NATAL DIRECT LINE RHOM CALOUTTA (Messes. Bulliard, King & Co.'s Line.) HE Undersigned having been appointed

GENERAL AGENTS in CHINA BU JAPAN for the above Line are prepared to issue THROUGH BILLS of LADING for NATAL EAST LONDON, PORT ELIZABETH, MOSSEL (via Nagasaki, Kobe, Thursday, May BAY, CAPE TOWN, DELAGOA BAY, and BEIRA. Transhinment will be made at CALCUTTA. Next sailing from CALCUTTA, S.S. UMLAZI on the 20th June, and thereafter every three weeks.

SPECIAL NOTICE.

From FOOCHOW AND HONGKONG Direct to CAPE PORTS. "CONGELLA" will load middle of July." "PONGOLA" will load end of August. For Freight and further Particulars. Apply to

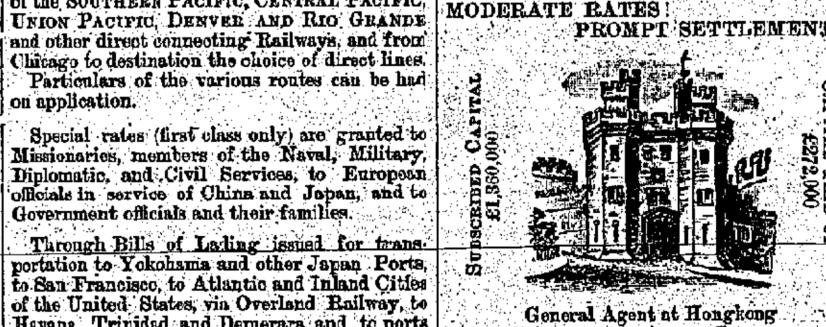
DODWELL CARLILL & CO. General Agents for Chins and Japan. Hongkong, 5th May, 1896. FOR NEW YORK.

E. W. Reed, Master, will load here for the above port and will have quick despatch. Through Passage Tickets granted to Eng-For Freight, apply to CARLOWITZ & CO., Hongkong, 2nd May, 1896. FOR NEW YORK. THE 3/3 L.I.I. American Ship

"T. F. OAKES."

" LUCILE." Ballard Master, will load here for the above port and will have quick despatch. For Freight, etc., apply to CARLOWITZ & CO. Hongkong, 2nd May, 1896.

DALATINE INSURANCE COMPANY, LIMITED OF MANCHESTER MODERATE RATES PROMPT SETTLEMENTS



FOR FIRE AND ACCIDENT INSURANCES. A. H. BENNIE.

SHIPPING IN PORT.

HUNGKONG. BTEAMERS. Afghan, British str., 1,439, Barton, Mar. 28, Dodwell, Carlill & Co Afridi, British steamer, 2,354, Golding, Apr. 26, Agamemnon, Brit. str., 1,492, Steaves, May 17 Butterfield & Swire Apenrades, German str., 613, Bendixen, May 17,

Ask, Danish steamer, 854, H. Hygom, May 18, Aslom, British etc., 1827, Murray, April 20, ... Shewan & Co. Azamor, British steamer, 2,050, Gibson, April 1, Bradley & Co Bygdo, Norwegian str., 771, Brekke, May 18, Cormarthenshire, British str., 1,897, Sincock, May 12. Dodwell, Carlill & Co. Catherine Apear. British str., 1,733; Olifent May 15. David Sassoon: Sons & Co. Choysang, British str., 1,194, Sawer, May 18.

Jardine, Matheson & Co.

May 14, P. M. S. S. Co

Daphne, German str., 1.296, Samuelsen, May 17. Siemissen & Co Doris, German steamer, 771, Bruhn, May 18, Jebsen & Co Empress of Japan, British str., 6,000, Lee, May 12. C. P. R. Co Erato, German str., 2,376, Ostermann, May 16, Siemssen & Co Exe. British steamer, 1,308, Pell, April 12, Fatshan, British str., 1,425, R. L. Blight, H.

C. & M. Steamboat Co. for Canton

C. M. S. N. Co

Feiching. British str., 979, Warren, May 15,

City of Rio de Janeiro, Amr. str., 4,532, Ward,

Foochow, Brit. str., 1,252, Blackburne, May 18, Butterfield & Swire Formosa, British steamer, 764, Robson, May 16, Donglas Lapraik & Co Eushun, Chinese str., 1,505, Lunt, May 18 C. M. S. N. Co Hankow, British str., 2,235, Dick, Butterfield & Swire, for Canton Houngshan, British str., 1,054, W. E. Clarks, H. C. & M. Steamboat Co., for Macao Hinsang, British str., 1,536, Kynoch, May 18, Jardine. Matheson & Co CARGO, will leave this Port as above, CALLING Ingration, German str., 894, Piper, May 13, Shipping Orders will be granted till Noon Japan, British steamer, 2,795, Leigh, May 13,

> Canton Lyderhorn, Norw str., 2,014, Hammerass, May 18, M. B. Kaisha Mascotte, British str., 2,018, Ross, April 26, Bradley & Co Nanchang, Brit. str., 1,060, Finlayson, May 18, Butterfield & Swire Ocampo, British str., 1,311, Hawkins, April 9, Gibb, Livingston & Co Oslo, Norwegian str., 778, Pedersen, May 18, D. M. Wright & Co Pasig, British str., 284, Chinese, for Canton Phra Chom Klao, Brit str., 1,010, Fowler, May 6, Butterfield & Swire Powen, British str., 1,842, S. W. Goggin, H. C. &M. Steamboat Co., for Canten

Propontis, British str., 1,390, Farrand, May 18, Siam, British eteamer, 846, Messer, May 17, Bridley & Co Strathock, British etr., 1,454, Taylor, May 17, Carlowitz & Co Sultan, Norwegian str., 1.352, Rofen, May 18,

Yuen Fat Hong

SHIPPING IN PORT. Tai On, British str., 769, Galleouski, Chinese, for Canton Verena, British steamer, 1,950, Tooque, May 17, P. & O. S. N. Co Wastan, German steamer, 1,120, Ott, May 17, Wieler & Co BAILING YESSELS. Formosa, British bark, 1,474, Ohrloff, April 2. Gerard C. Tobey, Apar. bank, 1,390, Shurtleff, May 5, Standard Oil Co Glen Caladh, British bark, 406, Lamont, Mar. 1,

Gilman & Co Lucile, American bark, 1,329, Ballard, Mar. 28, Lucy A. Nickols, Amr. bark, 1,330, Nichols, Mar. 24. Standard Oil Co Manuel Slaguno, Amr. ship, 1,650, Small, April Nam Shun Sing, Chinese 3-m. sch., 368, Cheang Seng, Aug. 21, Chinese Queen Elizabeth, Brit, ship, 1,700, Fulton, Mar. 22. Melchers & Co Retriever, Amr. sch., 75, Walls, April 8, St. Anna, Italian bark, Mazzetelli, Mar. 24, Siemsson & Co Sintram, Amr. ship, 1,575, Woodside, April 26, Stanfield British bark, 776, Wilson, May 6, Velocity, British bark; 495, R. Martin; April 7,

Wandering Jaw, Amr. ship, 1,650, Nicholls, Sept. 17. Captain HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON. Holus, cruiser, 22 guns, 7,000 h.p., Captain Grooms Singapore
Alscrity, despatch host, 10 guns, 3,000 h.p., Com. F. G. de Lisle, at Yokohama Archer, orniser, 14 gans, 3,500 h.p., Comd. C. E. Kingsmill, et Shanghai Centurion, flagship, 41 gans, 13,000 h.p., Capt. S. H. Login, at Nagasaki Dophne, sloop, 14 guns, 2,000 h.p., Com. G. H. MacArthur, at Shanghai

Edgar, protected cruser, 36 guns, 10,000 h.p., Capt. W. H. Henderson at Yokohama Esk, gun-vessel, 3 guns, 340 h.p., Lieut, Com. H. P. Barton, at Ichang Firebrand, gun-vessel, 6 guns, 360 h.p., Lieut.-Com V Mand at Hankow. Humber, storeship, Capt. Frank W. Wyley, at Hongkong Immortalité, armoured cruiser, 84 guns, 8,500 h.p., Capt. Ed. Chichester, at Nagasaki

Linnet, gun-vessel, 6 guns, 870 h.p., Com. R. C. Sparkes, at Tientsin Narcissus, armoured cruiser, 34 guns, 8,500 h.p., Capt. H. B. Lang, at Korea Peacock, gunbon, 8 guns, 1,200 h.p., Lieut. Com. Laxton, at Hongkong Pigmy, gunboat, 8 guns, 1,200 h.p., Lieut.-Com. H. A. Phillips, at Nagasaki Pique, cruiser, 22 guns, 7,000 h.p., Capt. Henry C. Bigge, at Chemulpo Plover, gunboat, 8 gans, 1,200 h.p., Lieut. Com. Horsey, at Hongkong Porpoise, cruiser, 14 guns, 3,500 h.p., Com. F. R. Pelly, at Hongkong Rainbow, cruiser, 22 guns, 7,000 h.p., Capt. W C. C. Forsyth at Nagasaki

Rattler, gunboat, 8 guns, 1,200 h.p., Lieut.-Com. H. Cotesworth, at Hongkong Redpole, gunboat, 8 guns, 1,200 h.p., Lieut.-Com. Grafton, at Hougkong Selent, torpede mining launch, at Hongkong Spartan, cruiser, 22 guns, 7,000 h.p., Capt. Alfred L. Winsloe, at Hankow Swift, gunboat, 8 yans, 870 h.p., Com. R. K. McAlpine, at Yokohama Tweed, gun-vessel, 3 guns, 340 h.p., Lieut.-Com. G. A. C. Ward, at Hongkong Undannted, armoured cruiser, 34 guns, 8,500 h.p., Capt. Hallifax, at Labuan Victor Emanuel, receiving ship, 20 guns, Com-

modore Boyes, at Hongkong Wivern, coast defence ship, armoured, 10 guns, 1,000 h.p., at Hongkong FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION Admiral Korniloff, Russian protected cruiser. 36 guns, 9,000 h.p., Capt. Molas, at N'saki Ad. Nachimoff. Russian armoured cruiser, 38 guns, 8,000 h.p., Capt. Kashirininoff, at

Alcout, Russian gunbost, 8 guns, 1,200 h.p., Capt. Elkisky, at Vladivostock Alger, French protected cruiser, 30 guns, 8,254 h.p., Com. Boutet, at Nagasaki Arcona, German cruiser, 19 guns, 2,409 h.p., Capt. Simon, at Nagasaki Aspic, French gunboat, 6 gans, 453 h.p., Capt. Journet, at Bangkok Boyard, French flagship, 36 guns, 4,500 h.p., Com. Fortin. at Kobs Beautemps-Beaupre, French cruiser, 14 guns, 985 h.p., Capt. Ternet, at Yokohama Bengo, Portuguese gbt., 3 guns, 400 h.p., Lient.. Com, Carvalhosa d'Almeida, at Timor

Capt. Molos, at Nagasaki Boston, American cruiser, 18 guns, 3,511 h.p., Capt. F. Wildes, at Shanghai Castilla, Spanish cruiser, 20 gans, 4,400 h.p., Capt, Enrique Santalo, et Manila Charleston, Amr. cruiser, 20 gans, 7,500 h.p., Capt. Coffin, at Korea Comete, French gunboat, 6 guns, 450 h.p., Capt. Maudet, at Shanghai Cormoran, German orniser, 12 guns, 2,700 h.p., Com. Brinckman, at Nagasaki

Bobre, Russian gun-vessel, 13 guns, 1,150 h.p.,

Concord, Amr. cruiser, 15 guns, 3,400 h.p.; Com. Craig, at Yokohema Detroit, Amr. cruiser, 16 guns, 5,400 h.p., Com. John Stark Newell, at Chefoo. Dimitri Donskoy, Russian armoured cruiser, 34 guns, 7,000 h.p., Com Witthofft, at N'saki Diu, Portuguese gunboat, 6 guns, 700 h.p., Capt. A. Gomes, at Macao Don Antonio de Volla, Spanish corv., 14 guns, 1,600 h.p., Com. Duelo, at Manila

Don Juan de Austria, Spanish corv., 14 guns,

1,600 h.p., Com. R. P. do Bonanza, at Manila

Emperator Nicolai I., Russian flagship, 38 guns, 8,000 h.p., Capt. Foelkersohm, at Nagasaki Forfait, French orniser, 23 guns, 2,964 h.p., Capt. Delort, at Shanghai Gaidamak, Russian torpedo g-bt., 18 guns, 3,500 hp. Capt. Stemann at Kobe Gremiastchy, Russian armoured cruiser, 12 guns, 2,000 h.p., Capt. Boubouoff, at Nagasaki Iltis, German gunboat, 4 guns, 380 h.p., Capt. Ingenohl, at Shanghai Irene, German cruiser, 22 guns, 8,000 h.p.,

Capt. von Dresky, at Nagasaki Isly, French protected cr., 30 gans, 8,120 h.p., Capt. Rivet, at Yokohama Kaiser, German flagship, 26 guns, 7,803 h.p., Capt. Faeschke, at Nagasaki Koreets, Russian orniser, 14 guns, 1,600 h.p., Cant. Mtich, at Kores Korevetz, Russian cruiser, 9 guns, 2,150 h.p., Capt. Lindestreem, at Yokohama Kreysser, Russian cruiser, 18 guns, 1,800 h.p., Cant. Belklemishoff at Nagasaki Lion, French gunboat, 6 guns, 600 h.p., Capt.

Machias, Amr. craiser, 16 gms, 1,600 h.p., Com.

Papaix, at Saigon

E. S. Honaton, at Chefoo

Mandjour, Russian cruiser, 14 guns, 1,400 h.r. Com. Podiapolsky, at Nagasaki Monocacy, Amr. gun-vessel, 6 guns, 1,370 h.p., Com. Reisingor, at Tientsin Nayezdnik, Russian cruiser, 14 guns, 1,800 h.p., Capt. Zarine, at Vladivestock Olympia, American flagelip, 34 gans, 13,500 h.p., Capt. J. J. Read, at Chefor Otyazny, Russian armoured cruiser, 12 guns, 2,500 h.p., Cept. Barsht, at Nagasaki Pamist Azova, Russian ermoured or., 36 guns, 8.000 h.p., Capt. Rodionoff, at Nagasaki Petrel, Aut. gunbeat, 11 guns, 1,300 h.p., Lieut.-Com. W. H. Emory, at Yokohama Pluvier, French gunboat, 4 guns, 500 h.p., Com.

· Vedel at Hangkok 8,000 h p., Capt. Holtzondorff, at Nagasaki Reina Cristina, Spanish cruiser, 22 guns, 4,800 b.p., Capt. A. Garinat, at Manila Rurik, Russian fiagahip, 44 guns, 13,500 h.p., Com. Kreegereut Nagusaki Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock Sivoutch, Russian gunboat, 13 guns, 1,200 h.p., Cept. Astromoff, at Tientsin

Triomphante, French armoured cr., 24 guns, 4,200 h.p., Capt. B. do Bretitel, at Saigon Vipere, French gunboat, 6 guns, 427 h.p., Capt. Constolle, at Bangkok Vostock, Russian torpede gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostock Vsadnik, Russian torpedo boat, 18 guns, 3,500 h.p., Capt. Greve, at Kobe Yakout, Russian ganboat, 16 guns, 890 h.p., at Vladivostock. Yorktown, Amr. orniser, 16 guns, 3,400 h.p., Com. Stockton, at Chefoo

Zabiaka, Russian cruiser, 20 guns, 2,000 h.p., Capt Lebedeff, at Robe Taibbiow, British steamer, 862, Curtis, April 10, Printed and Published by D. WARRES SMITH, at

29. Wyndhan Street, Victoria, Hongkong.